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— THE WORLD'S NEWS IN PICTURES

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Hawes Inn, South Queensferry — *from the original by J. G. Rennie*

THE AGE OF ELEGANCE . . .

Remembered boyhood reading of R. L. Stevenson's "Kidnapped" adds indefineable romance to the historic name of the Hawes Inn, which stands today at the eastern approach to the Royal and Ancient Burgh of South Queensferry just as King George IV saw it on his visit there in 1822. So also an indefineable romance attaches to the Scotch Whisky which is blended and bottled in this ancient Burgh—the blend with all the mature elegance of age.

"King George IV"

OLD SCOTCH WHISKY

THE DISTILLERS AGENCY LIMITED EDINBURGH SCOTLAND

At Port Talbot The Steel Company of Wales is building a new Bessemer shop in which the latest oxygen-blowing techniques will be used. This construction man is standing on its second highest girder.

The steel erection foreman and the consulting engineer are in close contact all day, every day.

Erectors at work on the conductor rail for a giant overhead crane at Port Talbot.

STEEL... The big build-up goes on

For new works, new plant, the Steel men are spending £100 million in 1958

How much steel do we need? Do we need more steelmaking plant? And if so, how much? And how quickly?

Make no mistake, Britain's prosperity depends on getting the answers right.

Plans for expanding steel production hinge not only on forecasting the growth of Britain's economy as a whole. They depend on forecasting what each steel using industry will need – the makers of cars, ships, refrigerators, tins, buildings, machinery.

A stiff problem. Whose job is it to find the answer?

WHO DECIDES?

The Iron and Steel Board (an independent body appointed by the Government to supervise the Steel Industry) reviews the future demand for steel, in consultation with Government Departments and the Steel Industry and with consumers.

According to the expected demand, plans for new plant are worked out within the industry. If any individual scheme calls for more than £100,000, it must be put before the Board for sanction. The companies are responsible for finding the money. But it is up to the Board, in consultation with the Government, to ensure that the industry's plans meet the nation's needs.

So we get the best of both worlds – private enterprise and public supervision.

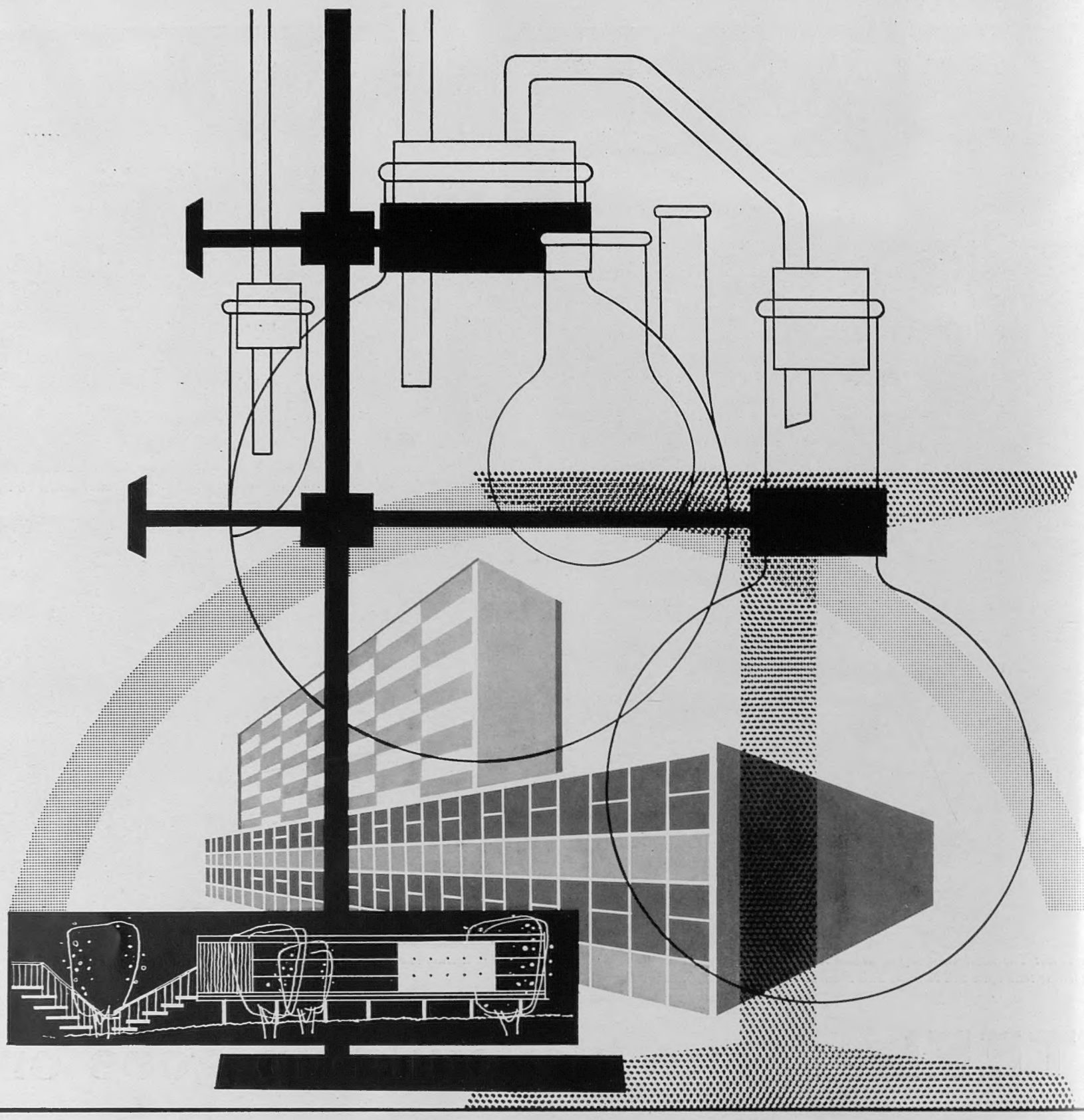
PRESSING ON

The system has worked well. Overall steel production is now ahead of demand. But even if demand had not fallen we would still be able to balance our steel " account ".

In this situation an industry might be expected to hold up investment. But the Steel Industry believes that the nation's economy will continue to expand. So, with the approval of the Board, the industry's great building programme is going ahead. In 1958 alone, it will cost over £100 million – the largest sum ever spent by the industry in one year. Steelmaking capacity is to be increased to about 29 million tons by the early 1960's.

The Steel Industry believes in Britain's future. Under the Board's supervision it is planning and building for the years ahead.

ISSUED BY THE BRITISH IRON AND STEEL FEDERATION



THIS QUESTION OF RESEARCH...

The vital importance of research and its place in industry have become increasingly recognised in the post-war years. Yet, gradually evolving from the most insignificant beginnings, how seldom is the Research Department the result of planned endeavour. So often, (let it be whispered) one finds a laboratory installed in some odd corner, striving gallantly with make-shift equipment and endeavouring to produce results under archaic conditions. Nevertheless, the setting up of an adequate Research Department, or even the laying out of a laboratory, is a highly specialised undertaking. Recognising this long-felt need, the Turriff Construction Corporation has concentrated its wide experience, its expert knowledge of mechanical services, work flow and lay-out of equipment, into a special department, the main function of which is the design, construction and complete equipment of the modern research laboratory suitable for any industry requiring it. The main purpose, therefore, of the Laboratory and Specialised Development Engineering Department is to develop, in collaboration with the client's professional associates, this package form of contract and relieve industrialists of all the harassing and endless details inseparable from the launching of such a project.

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Volume CCXXXV No. 3057

The SPHERE, London, November 1, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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THE STATE OPENING OF PARLIAMENT—THE QUEEN SITS ENTHRONED IN THE HOUSE OF LORDS : In this impressive general view of the Chamber, the Duke of Edinburgh is seen sitting on the left of Her Majesty who is wearing her Parliament Robe of State and the Imperial State Crown. Immediately in front of the Queen are the Law Lords and other members of the House of Lords. For the reading of the Queen's Speech members of the House of Commons stood at the Bar of the Upper Chamber.

This is one of the first photographs ever to be published of the Sovereign sitting enthroned in the Chamber of the House of Lords at the State Opening of Parliament. In previous years cameras had only been allowed in the Royal Gallery to record the scene as the Queen, accompanied by the Duke of Edinburgh, had walked in procession from the Robing Room to the House of Lords. But photographs have already been taken of the Queen at similar ceremonies in other Parliaments of the British Commonwealth. At Westminster, after the State drive from Buckingham Palace, the Queen was first conducted from the Victoria Tower to the Robing Room, where she put on her Parliament Robe and the Imperial State Crown. Then, with the Duke of Edinburgh at her side, she joined the procession to the House of Lords to take her place on the Throne. With the Officers of State grouped round the dais and Peers and Peeresses sitting in their ranks below her, Her Majesty waited for the summoning of the members of the Commons before reading the Speech, which contained the outline of Government policy for the ensuing session. (Another picture on page 172.)

Postage—Inland, 4d. ; Canada, 1½d. ; Elsewhere Abroad, 4½d.

ROYAL ENGAGEMENTS IN TOWN AND COUNTRY: *Left*—At Cottesmore R.A.F. Station, in Rutland, Princess Margaret presents on behalf of the Queen a Squadron Standard to No. 10 Squadron. It is being received from the Princess by Ensign-Bearer Pilot-Officer R. B. Nelson. *Above right*—Her Royal Highness is in conversation with the Marquess of Douro during the Dockland Settlement Ball at the Savoy Hotel, in London. *Bottom right*—Trumpeters, who sounded a fanfare on the arrival of the Princess, are seen arriving at the hotel by taxi.

A London Newsletter

195-198, STRAND, W.C.2.

President Heuss's State Visit.—The exchange of State visits between friendly nations follows a familiar pattern and a cast-iron protocol and in the official toasts a good deal of tact in the choice of phrases is usually required. The toast-speeches delivered by the Queen and President last week may have given the drafters unusual trouble to compose. Human memory is short, the British race is not a good hater and, as the Queen said, no one can make History stand still. Situations change with startling rapidity. Certainly they do, and nobody should try to halt History, least of all in our present era. Yet memory must have stirred when the President referred to the family connections between the two dynasties, recalling how little value we attached to them after 1914, and how we camouflaged our German connections with anglicised surnames; remembering, too, the efforts between wars to restore friendship and understanding between these "cousin" nations and how swiftly those efforts failed; and how History, refusing to stand still, repeated a terrible chapter, with fearful additions. The *Daily Telegraph* shrewdly observed that the crowds who nowadays gather in the streets when these State processions pass, seem no longer to be sharers in a friendly exchange of visits between civilised States, but mere peep-show viewers. That is perhaps true of most of such recent State visits. Perhaps on this occasion in particular, a stirring of human memory concerning such matters as I have referred to, lent emphasis to the *Daily Telegraph's* observation; and the President's generous gift to Coventry may have contributed to the stirring of memories. The nursing of bitter memories is the prime cause of human misery and international unease to-day and gets us nowhere. The President's visit was right and apt and if it sets an example which other nations follow, it may prove of more historical importance than many such in recent years.

B.O.A.C. Enquiry.—The officially ordered enquiry into conditions of labour and causes of the dispute at B.O.A.C., set up under Professor Jack, will, we must all hope, last as long as is necessary to turn every stone and explore every possible factor in this unofficial example of industrial suicide, provided meanwhile the strikers remain at work. Complex and obscure as are the conditions which have grown up in the B.O.A.C. and made such a strike possible at such a time, the general public have already become aware of some of the more extraordinary. It is to the credit of Mr. Matthews, to his courage and integrity, that he has accepted unpopularity and risked his job to point them out. The number of unions involved as "protectors" of the 4,000 maintenance men involved, while it proves the diversity of the trades concerned with maintenance, suggests that the Committee's final recommendations must be drastic indeed, if any permanent good is to come out of it for the nation's industrial relations and for the avoidance or curtailment of unofficial strikes, by means of an acceptable machinery. The power of the shop stewards has continually grown in recent years, as the authority of the unions has diminished and as the strained patience of employers has reduced their willingness to conciliate or delayed the wise policy of punctual explanation of coming trends and changes.

The strike cost the Corporation at least £100,000 a day. It had as basic causes the fear of coming redundancy and dissatisfaction with the progress of wage negotiations. The excuse for its being called by the shop stewards was the alleged (and not then proven) dismissal of five men for taking part in an overtime ban which they had imposed as a protest against the delay in wage negotiations. Thus at the moment when B.O.A.C. seemed all set to remove for some time to come the fear of redundancy, these shop stewards brought to a dead stop the business on which all depended for their livelihood. Industrial suicide is not too strong a word to apply to such a strike both for the men themselves and for the nation in its present hard struggle to compete in world markets. It is clear that the whole fabric of industrial relations needs to be sorted out, scrapped, and rebuilt; and in the present temper of minorities of workers, in the lost authority of unions and their multiplicity, in the enormous influence wielded by shop stewards, and in the jealousies and suspicions of all these various bodies, it will need a miracle and require years before the present structure can be destroyed and a new charter, acceptable by all interests, take its place. Meanwhile, in our mortal trade combat, such strikes, in which the element of "blackmail" is obvious, may quickly break out in our vital industries and lose the nation not only leadership in one industry but loss of world confidence in our promises and performance in others.

Cyprus.—One more broom is attempting to sweep clean in bloody Cyprus. More drastic security measures are announced. None of them, however successful, can hope to solve the insoluble political and racial problem of Cyprus' future. But, if the nations of the world retai to-day any belief in order and discipline and retribution fo crime, on which our former civilisation was based, it difficult to question that the present Government in Cypru has a duty and a trust to make an end of ruthless and to often unpunished murders, continued day after day. N doubt, the innocent must suffer in the attempt, and w believe that a vast majority of Cypriots are innocent an utterly opposed to violence which is bringing the island t bankruptcy. But even among this majority, the degre of their innocence is lowered by their own apathy or fea of reprisal. If the majority on that lovely island, to-da execrated, had co-operated, or wished to co-operate, wit authority in emptying the blood bath, the plug would lon since be out. Until that task is accomplished, there ca never be the faintest hope of a peaceful settlement, and it is not, our civilisation will the quicker disintegrate int anarchy and the rule of criminal minorities.

Art Marches On.—I do not know if any among recent R.A. Presidents attended the recent sale of Impre sionist pictures at Sotheby's. If so, one or two may hav required medical assistance, when seven canvases were b up to a figure exceeding £750,000. Cézanne's "Garço au Gilet Rouge" fetched £220,000, the most ever pai for a painting at an auction. His "Still Life" went fo a paltry £90,000. But Manet's "Rue de Berne" fetche £113,000. He had sold it himself for £20. And Va Gogh's "Public Garden at Arles" was knocked down a £132,000. These big prices were largely paid by American bidders. All these pictures had belonged to the Jako Goldschmidt Collection. He died, and couldn't tak them with him. Manet's "Self Portrait" was practicall given away at £65,000. At the beginning of this centur it sold for £40. Turner (even Constable in one phas was a revolutionary and impressionist, let us remember and the most traditionalist among painters and critic would not deny that the "seven" sold at Sotheby's tha day and one or two more are supreme works of art i

the judgment of our time and indeed are now "old masters." Yet, traditionalists or modernists, there must have been many at the sale who called Heaven to witness that our world is gone raving mad. It is more a financial than an art lunacy. Can such prices ever be exceeded for those masterpieces? Can the value of money, the surplus millions available for amenities, the prices judged reasonable for long-term investment, stage new revolutions that could justify such prices for square-inches of canvas adorned with paint? Can a day dawn in the next half-century when Cézanne's "Boy in a Red Waistcoat" could change hands at even half of £220,000?

Long-term Investment.—The lunacy or shrewdness of investing in pictures—apart from the prices paid—is a secondary consideration here. Those who have been shrewd have usually succeeded by backing an unknown painter, buying cheap on a "hunch," putting a "fiver" on an outsider, never heard of by the ring—£20 for a Manet in 1879, £40 for another in 1899. It was so that my needy grandfather backed his fancy at Christie's in the 1850's, with a hard-earned sovereign here and there, to the relatively enormous profit of his grandchildren. But to pay £220,000 for a "modern" masterpiece is an act of faith in the continuing madness of money rather than a backing of artistic taste. . . . unless you accept it, as perhaps you should, that rich men will pay anything for what they fancy and long to own and live with, that stupendous fortunes are enjoyed to-day by a few and these few are hard put to it to decide what most permanent pleasure their surplus millions will bring them for what remains of their lives. Yachts, grouse moors and Bahama palaces don't exhaust their dollars and may exhaust their satisfaction. *Ars longa, vita brevis.* And art goes marching on over the bodies of the diehards. Yet somehow I believe that this Sotheby sale made history and established a record. At any rate, if at any time in the next half-century, any one of these pictures changes hands again at a similar price, the world we live in will still be certifiable as insane and uncomfortable for ordinary men to live in; and whether in fifty years' time the moon is available as a substitute or not, there is a strong probability that the conquest of space may have an effect on the importance of art in human life on the earth.

The Timing of Political Biography.—Mr. Wheeler Bennett was no doubt well aware that the timing of his biography of *George VI* might arouse political controversy. The decision to commission the biography of that king's father in two parts had the prime object of securing evidence of a personal sort from the king's friends while they still lived, and of allowing ten full years to pass, while the winds of political controversy died down, before the political aspects of the reign were made public. In many ways a single biography is more satisfactory, especially in the case of these two kings whose characters were as much formed by their accessions to supreme authority as was their conduct of those responsibilities inspired by their innate qualities. But if King George VI's single biography had been postponed another ten years, much might have been lost of eye-witness testimony and colour in the private sphere, while some of the embarrassment caused by still lively political controversy and by the survival of many statesmen of the time might have been avoided. In the military sphere, Lord Montgomery's book is another example of rash timing. In my considered opinion, the best time to produce what might be hoped to be a definitive biography of a public man, concerned in politics, would be as much as forty years after his death. If you consider it, there is nothing on earth to prevent a chosen scribe from taking notes from surviving contemporaries of importance in the personal and even the political sphere and filing those notes for the use of the future political biographer. To the latter they would be invaluable data. The first scribe need not go unrewarded.

BRITAIN'S NEW AMBASSADOR TO AUSTRIA: Sir James Bowker is seen with Lady Bowker before leaving for Vienna. Before his new appointment Sir James had been Ambassador to Turkey since 1954. Prior to that he had been an Assistant Under-Secretary of State at the Foreign Office after service in several countries.

ANCIENT AND MODERN AT GLOUCESTER: The Norman cathedral dominates a block of modern council flats which have been built in Fountain Square, in the heart of the city. Gloucester's Cathedral Church of St. Peter stands on the site of a seventh-century abbey. In recent years the cathedral fabric has required extensive restoration.

Of the Making of Many Books. . . .—That there is no such thing as a final or definitive biography is my own and perhaps too often repeated aphorism. Each new book on the most biographied historical figures, back to Adam, almost certainly contributes one new fact (a fibula in the complete skeleton) or at least opens a new line of approach or discovers one hidden unknown archive. To-day it is rather the fashion to start from scratch with the medical or psychology plant, and to account for the subject's actions from that clinical angle. But new biographies of "over-written" historical characters continue to roll off the presses in many other forms and seem to me to contradict the idea that publishers are going through an anxious time and that authors are falling back on journalism. Is it possible that sufficient readers will be found to yield to author and publisher a dividend from yet another book on Queen Elizabeth, Shakespeare, Byron, Charles II, the Churchills, George IV, Nelson, or who-not? The answer is yes, with knobs on. There is a reading public which cannot learn enough of the old favourites, and authors who can and do supply new and interesting theories and even facts. In the process, the historians and biographers of yesterday are put out of court by the method of interpreting the actions of their subjects by more modern scientific methods and often by discounting the political or religious bias with which the older authorities wrote. So there is no such thing as a final biography. All the same in the last batches of biographies sent me to review, I am astonished at the number of "repeats," some of them historically worthless, but many containing a grain of new knowledge, and at the courage of publishers and their faith in book-readers in the face of TV and "magazine" newspapers.

Elizabeth I, Discoverer of America.—Apropos, in his Trevelyan Lectures, West Country Dr. Rowse set about West Country J. A. Froude and attacked his accuracy on a special point. No one has ever questioned that Froude, that exciting historian, wrote with a strong political and religious bias. But neither politics nor religion need have prevented him from expressing a "right judgment" on Elizabeth's influence on the glorious feats of discovery and colonisation of her reign. Dr. Rowse assures us that, without the Queen's obstinate encouragement in the teeth of her Minister's opposition, Drake could never have set out on his famous voyage. The Queen's moral and financial backing alone made that voyage possible and justified the Queen in keeping as her share forty-nine-fiftieths of the loot he brought back, for the national war chest in the resistance to Spain. Drake as her servant and agent was well rewarded with a knighthood and £10,000 (say £100,000 in modern money values, the fair reward for modern victorious generals and admirals). Dr. Rowse, perhaps, will go on to show that the great Queen never pinched her navy in preparing to resist the Armada. Froude was not alone in recording that she sometimes did. Drake himself can be called in evidence and others among her admirals.

A Hard Winter Ahead?—In the comparable years of wet summers, the records suggest that a hard winter may be ahead of us in 1958-59. It is not often since records were kept that in Southern England the months from May to September inclusive gave such monthly totals as 3·24, 3·26, 2·14, 5·05, 6·23, giving just under 20 ins. for five summer months. Our *annual* average is under 26 ins. And October looks to have gone the same way, with knobs on. The wind has been so predominantly south-west that the doctrine of averages suggests that the north and east winds will come into their own at a season least welcome. When we ask ourselves if that doctrine has been upset by atomic explosions, fall-out, electrical developments and such-like, we are told by the scientists not to be silly and to study past records. I don't want to be sillier than the next man and I don't insist on it; but Southern England, since I began to keep records in the middle '30's, has certainly blotted its copy-book reputation this year. As for South-Western England, it can fairly claim in 1958 honourable comparison (by the ducks) with Cumberland and the North-Western Coast—excluding, of course, Skye, where (we know from the Skye-masters) it never rains. My capital investment for the coming months will therefore be in fuels of all kinds, draught excluders, fur clothing and boots, snow shovels and de-icing devices, and those corrugated back-tyres which are said to avoid the necessity of fitting under mud-guards (which won't take them) the clumsy devices which are all that the car industry has hitherto bothered to invent. Now that hedges have been eliminated and the Forestry Commission have opened out vast spaces in the roadside woods, we may expect snowdrifts on a score of new local roads, never served by snow-ploughs. If it prove that as a prophet I must put on the fool's-cap, no one will be more pleased than I.

THE OLD STAGER

CONCLAVE OF CARDINALS

The Ceremonies in St. Peter's in Rome Before the Opening of the Conclave to Elect a New Pope

On the first day of voting in the Conclave of Cardinals to elect the new Pope, no agreement was reached in each of the four ballots. It was believed that all the Cardinals present in Rome were gathered in the Sistine Chapel for the voting except the exiled Archbishop of Peking, Cardinal Tien Chensien. He was recovering from a serious car accident and was taken to the Vatican on a stretcher. He is thought to have voted from his cell. Confusion over the smoke signals issuing from a chimney on the roof of the Sistine Chapel twice caused announcements that a successor to Pius XII had been chosen. When the ballot papers were burnt, straw or chemical powder was added to ensure that it was either white signalling a successful election, or black to show that no agreement had been reached. On the first day white smoke was twice seen. In the morning the smoke was first grey, then white, and finally black. In the evening it again appeared white, caught in the glare of a dozen searchlights.

Inside the Conclave area, the Cardinals followed a strict time-table, continuing to vote until a candidate obtained the required number of votes—35, a two-thirds majority, plus 1. The obvious conclusion to be drawn from the first day was that the Cardinals were not finding it easy to agree on a successor to Pius XII.

INSIDE ST. PETER'S: Cardinal Tisserant, seated, centre, wearing mitre and chasuble, celebrates the Mass of the Holy Spirit in the Tribune before the Chair of St. Peter. This is an enormous composition by Bernini of a gilt-bronze throne supported by four Fathers of the Church, three of which can be seen in the background. Extreme right is the monument to Urban VIII, by Bernini.

SUSPENSE IN ROME: In St. Peter's Square on the roof of the Sistine Chapel signifying whether or not a Pope has agree on the first day. Below

THE MASS OF THE HOLY SPIRIT BEFORE THE CONCLAVE TO ELECT A NEW POPE: In St. Peter's in Rome, a long line of Cardinals sit in their robes during the Mass celebrated by Cardinal Tisserant, Dean of the Sacred College. After this the traditional discourse *De Eligendo Pontifice* was delivered in St. Peter's by Mgr. Bacci, the Vatican's master Latinist and Secretary of Briefs to Princes. The following day was the first of the voting.

an immense crowd watches the chimney waiting for the white or black smoke been elected. The Conclave failed to Cameras are trained on the Sistine Chapel.

THE CARDINALS ENTER THE CONCLAVE: Passing through the Sala Regia of the Vatican is the procession of Cardinals. The first two are Cardinal Tisserant (left) and Cardinal Micara, Cardinal Bishop of Velletri. The number of those attending the Conclave was reduced to 51 by the death of Cardinal Mooney, Archbishop of Detroit, who collapsed after luncheon before the opening of the Conclave.

ROYAL SPLENDOUR IN THE HOUSE OF LORDS: Her Majesty is seen reading the Speech from the Throne. The Duke of Edinburgh, wearing the uniform of Admiral of the Fleet, is seated on her left. Other members of the Royal Family were also present. This was the first time that the ceremony in the Lords was televised throughout Britain, with transmissions going direct to several European countries.

SPEECH FROM THE THRONE

To the left of the Throne in this picture are the ladies-in-waiting and one of the pages. At the front of the dais on the left is the Earl of Home, holding the Cap of Maintenance, and on the right is Field Marshal Viscount Montgomery, holding the Sword of State. At the head of the bench on the right of the Law Lords is the Duke of Gloucester, behind whom sat the Duchess. On the left are the Bishops. Standing in the group beyond them are the Duke of Norfolk, Earl Marshal; Mr. R. A. Butler, Lord Privy Seal and Home Secretary; and Lord Hailsham, Lord President of the Council. In her Speech the Queen spoke about the Government's policy for the new Session which includes plans for pensions, health, education and new methods to deal with crime. Her Majesty also expressed the Government's deep concern at the situation in Cyprus. For the State drive from Buckingham Palace to Westminster the Queen and the Duke of Edinburgh rode in the Irish State Coach.

THE NEWS IN PICTURES

THE COMMONWEALTH MEMORIAL AT BROOKWOOD : A general view of the scene in the military cemetery in Surrey, during the wreath-laying ceremony shortly after the memorial had been unveiled by the Queen. The memorial has been built by the Imperial War Graves Commission to commemorate 3,500 men and women of the Land Forces of the Commonwealth who gave their lives in the Second World War and have no known grave. It takes the form of a circular colonnade of Portland stone with a central grassed court, and the names of those commemorated are carved on twenty-eight panels. The memorial was dedicated by the Chaplain-General to the Forces, and the ceremony was attended by representatives of Commonwealth countries.

ROYAL OCCASION IN SCOTLAND: Princess Margaret opens the £600,000 extension to Glasgow's water supply at Glen Finglas, in Perthshire. Her Royal Highness is seen during her tour of inspection after inaugurating the project. The new works consist of a low intake weir across the River Turk, in Glen Finglas, from which water flows through a tunnel to Loch Katrine. 7,000,000 gallons will be added each day to Glasgow's water supply to bring the city's total quantity of water available daily to over 100,000,000 gallons.

On left—

"BLUEBIRD'S" CANOPY SPRINGS OPEN WHILE TRAVELLING AT SPEED: The famous hydroplane, with Mr. Donald Campbell at the helm, sends up a dense cloud of spray as the brakes are applied to bring her to a halt after the cockpit canopy came open during a trial run on Coniston Water. On three out of the four test runs the same mishap occurred. During last week-end's trials Mr. Campbell passed the 200 m.p.h. mark. It was the first time he had done so since he arrived at Coniston Water on September 23 to try to improve his world water speed record of 239·07 miles per hour set up at Coniston a year ago.

A JET FIGHTER NAMED WITH CHAMPAGNE: Marshal of the Royal Air Force Sir Dermot Boyle, Chief of the Air Staff, pulls a wire to break a bottle of champagne over the nose of the English Electric P.1B jet fighter to name it Lightning. Standing next to him on the platform in a hangar at the Royal Aircraft Establishment at Farnborough, Hants, where the ceremony took place, is Sir George Nelson, Chairman of the English Electric Company. The Lightning is likely to become Britain's last conventional jet fighter. Afterwards, the aircraft flew, carrying firestreak missiles.

SC1 MAKES ITS FIRST FREE FLIGHT : The Short SC1 vertical take-off research aircraft rises from a low metal platform as it makes its first free flight outside its test gantry at Sydenham Airport, Belfast. It rose about 30 ft., hovered motionless for a few moments, then moved slowly horizontally before making a perfect vertical descent. Previously, the aircraft had flown vertically only while "tethered" in a test gantry. The SC1 rises vertically by means of four downward-pointing Rolls-Royce jet engines and flies forward using a separate rear-exhaust engine.

THE NEWS IN PICTURES

MR. DULLES IN FORMOSA: The American Secretary of State is greeted on his arrival at Taipeh Airport by Mr. Chen Cheng, the Chinese Nationalist Prime Minister, Mr. George Yeh, Nationalist Ambassador to the U.S.A., stands behind them. A joint statement was issued after three days of discussions between Mr. Dulles and General Chiang Kai-shek and his senior advisers. It reaffirmed the solidarity of the American and Chinese Nationalist Governments in the face of Communist aggression and declared that under present conditions the defence of the Quemoys and Matsu was closely related to the defence of Formosa.

GENERAL DE GAULLE'S OFFER TO THE ALGERIAN REBELS: The French Premier addresses a Press Conference in Paris. Sitting at left, immediately below the side of the table, is M. Pflimlin, the former Premier, who is now a Minister of State. Great hopes were raised by the General's offer of safe conduct to F.L.N. representatives to negotiate a cease fire in Algeria. However, at the week-end it seemed that the extremists among the rebels had prevailed and the offer was rejected.

On right—

MILITARY COUP IN SIAM: Field-Marshal Sarit Thanarat, Supreme Commander of the Siamese armed forces, poses for a picture in Bangkok. Last week he took over the Government after General Thanon Kittikachorn had resigned with all his Cabinet. The Field-Marshal declared that his action was necessary "to meet the serious Communist threat at home and abroad and to preserve the monarchy."

MARTIAL LAW IN BANGKOK: Soldiers in an armoured vehicle patrol a street in the Siamese capital. On assuming control, Field-Marshal Thanarat proclaimed martial law. Several politicians were reported to have been arrested.

A FIGHTING TALK FROM GENERAL DARLING: The Director of Operations in Cyprus addresses officers on a course of intensive anti-ambush training. He urged on them the importance of marksmanship and went on: "The only terrorists I am interested in are dead ones. The troops will give the terrorists absolute hell." Cyprus was not "in wild chaos. We are not doing badly now, but can do better and we shall."

AN EX-GAULEITER ON TRIAL IN POLAND: Erich Koch sits between two guards in the Warsaw District Court. During the war he was Hitler's Gauleiter for East Prussia and Reichskommissar of the Ukraine. The charges against him of crimes against humanity, which were read on the first day of the trial, included the accusation that he was responsible for the murder of 72,000 Poles. Koch's first line of defence was that he was unfit to plead, alleging that he had been maltreated in prison. However, doctors called in by the Court to make a medical examination stated that he was fit enough for the proceedings to continue. Koch then claimed that he was at heart a Socialist and the "victim of British capitalism." He told the court that he was shocked by the record in the indictment and not guilty of the atrocities.

THE NEWS IN PICTURES

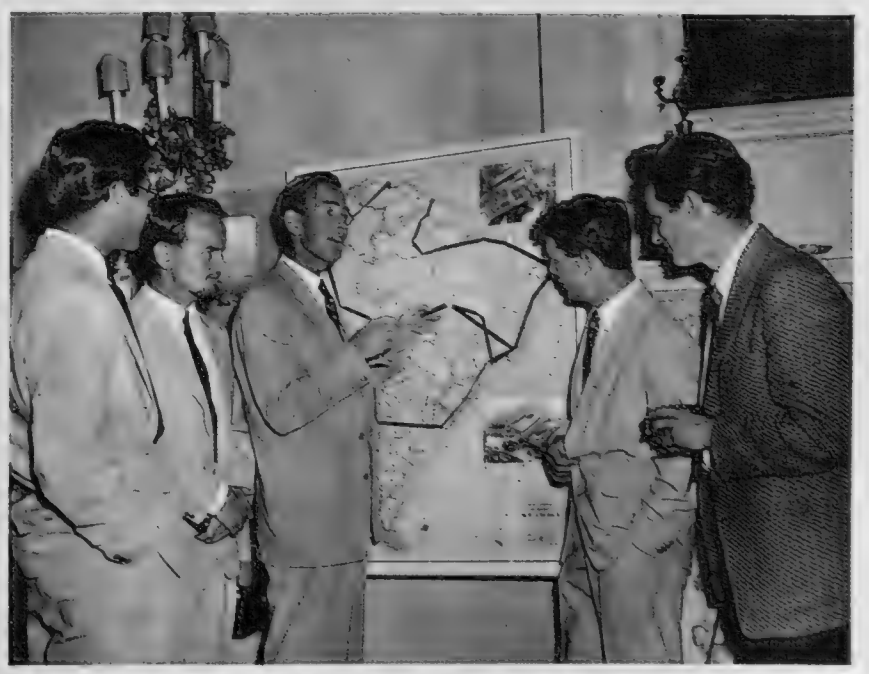
CONSTITUTIONAL DEVELOPMENT IN TANGANYIKA: Chief F. S. Fundikira takes the oath of allegiance in Dar-es-Salaam before the Clerk Assistant of the Legislative Council of Tanganyika, Mr. S. M. Shukla. In the elections in September—the first ever held in Tanganyika for the Legislative Council—the Chief was returned for Western Province. Fourteen other members were elected, and there will be voting in constituencies for a further fifteen next February. Under Tanganyika's new constitutional system now being introduced, the Council will consist of thirty-seven nominated and thirty elected members.

THE OPENING OF THE SESSION IN DAR-ES-SALAAM: The Governor, Sir Richard Turnbull, addresses the Legislative Council. It was the first occasion he had given the Governor's speech since he succeeded Sir Edward Twining in office in Tanganyika. Previously Sir Richard was the Chief Secretary of Kenya.

ENGLAND ROUT RUSSIA IN THE FOOTBALL INTERNATIONAL AT WEMBLEY STADIUM: Nat Lofthouse, England's centre-forward, lies on the ground after shooting past Russia's goalkeeper Belyayev, to score England's fifth goal. The incident was in the final stages of the game in which England completely out-manœuvred Russia and triumphed by 5—0. The other English goals were scored by Haynes (3) and Charlton.

HAT-TRICK HERO: Johnny Haynes clasps the hand of Vladimir Belyayev, the Russian goalkeeper, before a dinner after the match. The England inside-left and Fulham F.C. captain scored on the only three occasions he shot at Belyayev.

NEW UNIFORMS FOR THE BRITISH ARMY: Mr. Christopher Soames (sitting at left), the Secretary of State for War, discusses a display of proposed new uniforms at Headquarters, London District. The two members of the women's services—Q.A.R.A.N.C. and W.R.A.C.—wear coat and skirt of Lovat-green worsted cloth and court shoes. The men are showing new styles based on officers' pattern service dress, including a jacket for wear with the kilt. Trials of these uniforms among the troops will begin at the beginning of next month. The results will be studied to find out the reactions of the military and civilians.



A 25,000-MILE EXPLORATION OF SOUTH AMERICA: Members of the Oxford and Cambridge expedition stand by a map showing their route at a reception to celebrate their return to London. From left are: Christopher Cowell, navigator; John Moore, photographer; Peter Riviere, mechanic and quartermaster; Nigel Newbury, leader; and Christopher Cook, botanist. On their twelve-month expedition they covered 25,000 miles in South America. One of their achievements was to enter the Matto Grosso in motor vehicles—an area not penetrated before by this form of transport.

THE NEWS IN PICTURES

SOUP FOR THE POLISH LEADERS: Mr. Gomulka (left), Secretary-General of the Polish Communist Party, and Mr. Cyrankiewiez taste a bowl of soup during a visit to the Polish army manœuvres. Informal pictures such as this of the Polish Communist leader are rare. Last week marked the second anniversary of the political upheaval which returned Mr. Gomulka to power. In his speeches immediately before the anniversary, the Secretary-General appeared to be inclining towards orthodox and Kremlin Communism.

PRESENTATIONS TO BRITISH OFFICERS IN JORDAN : King Hussein hands a gold watch to a British officer during a presentation ceremony before the withdrawal of the British troops from Jordan. At a tea party at the Jordan Army headquarters His Majesty gave gifts to twelve of the officers of the British forces which had gone into Jordan during the Middle East crisis in July. The withdrawal began a fortnight ago in accordance with the arrangements made by the United Nations. Some British units were flying to Cyprus.

HIGHLAND DANCES IN NEW YORK: *Above* and *on right*—Pipers of the Scots Guards dance in Madison Square Gardens. The Regimental Band of the Grenadier Guards and the pipes of the Scots Guards are at present on an extended tour of the United States and Canada. The whole party consists of three officers and ninety-three warrant officers, non-commissioned officers, musicians, drummers and pipers. They are travelling many thousands of miles from coast to coast in the North American continent and giving in all sixty-nine performances in twelve cities of Canada and forty-one of the United States. The tour began in Springfield, Massachusetts, in the middle of September and will conclude with a final performance in New York on November 30.

IMPROVEMENTS TO THE SUEZ CANAL: A gang of labourers works by the side of the Canal near Ismailia. They are some of the force engaged on widening and deepening the waterway under a scheme known as the "Nasser Plan." This project directed by the Egyptian Suez Canal Authority aims at improving the Canal so that it can take lanes of traffic in each direction for shipping up to 45 ft. in draught. The plan will also allow an increased number of vessels to pass through in convoys each day.

CAPTIVES RELEASED BY ALGERIAN REBELS: Four French soldiers, one of whom is standing, are seen in Tunis after they had been set free by the Algerian National Liberation Front (F.L.N.) and handed over to the French Ambassador through the Algerian Red Crescent Organisation. On extreme left is Dr. Ben Thami, President of the Algerian Red Crescent. The four soldiers were taken prisoner at Sakiet, on the Algerian-Tunisian border, early this year. A few hours after they were released General Salan announced in Algiers that he was about to free ten rebel prisoners captured under arms. Right Wing circles in Algiers disapproved this action, regarding it as tacit recognition of the National Liberation Front.

World Affairs

ANNIVERSARY OF THE UNITED NATIONS

By JOHN CONNELL

THIRTEEN years have passed since, on October 24, 1945, the Charter of the United Nations, having been ratified by the five permanent members of the Security Council and a majority of other members, came into being. The United Nations Organisation is now, and has long been, an accepted and important part of the whole complicated apparatus of international relations. It is not, as was its forlorn predecessor, the League of Nations, an extraordinary appanage, the object of, on the one hand, extremely idealistic veneration, and, on the other, extremely cynical contempt. Cynicism and idealism are not by any means absent from popular attitudes towards the United Nations, but they are not dominant and polarised. Peoples and Governments have grown into the United Nations habit; and it is becoming increasingly difficult—though, of course, not impossible—to deal with any major international issue without reference, at some stage, to the United Nations. To this quite considerable extent it has succeeded where the League so dismally failed.

Thirteen years after the end of World War I—in 1931—the League was stumbling to its first big tussle with the realities of power politics, in the Sino-Japanese conflict over Manchuria. UNO is long since hardened to crises a great deal more complex and a great deal more dangerous; its formidable accumulation of experience over the past thirteen years has toughened it, sharpened its powers and given it a degree of flexibility, which all give grounds for hope. It is, and is generally acknowledged to be, an imperfect instrument in an imperfect society. It is not a hazardous attempt to impose an academic ideal of perfection. The practical politicians and diplomatists have largely shaped and controlled its formation and development, and not the idealogues. It is at once more elaborate and more robust than the League; and through all its vicissitudes it has sustained and been able to strengthen an authority in world affairs which the League claimed but never possessed either the moral or physical capacity to exert.

In any attempt to assess UNO's achievements and status during the post-war era, it is important to recall the mood in which it was founded. Both the Covenant of the League and the Charter of the United Nations are eloquent expressions of a widespread—but by no means universal—dislike of war as a means of settling international differences, a sickened rejection of its carnage and its wastefulness, and a conscience-stricken reaction from the awareness of failure. The founders of the League in 1918-19 convinced themselves that the blame for the failure lay, not in the souls of men, but in the political systems which they devised for themselves or had imposed upon them.

Their scapegoat was the Old Diplomacy, with its technique of secret negotiation (conducted largely by a small international *élite*, whose members, skilled, cool and cunning, had a common outlook and spoke a common language) and its consequential network of secret understandings and alliances. The twin principles of national self-determination and of "open covenants arrived at openly" were expounded with fervour; war was solemnly renounced as an instrument of policy; and George Nathaniel Curzon, although his back was giving him a great deal of pain and he was involved in a tortuous and humiliating quarrel with Lloyd George, proclaimed sonorously that the world's great age had begun anew.

Poor Curzon, though he had many talents, had not the gift of prophecy. A little less than twenty-one years later the world, having watched with deepening sadness and horror the emergence of ruthless dictatorships in once civilised countries, and having seen the League's feeble framework shot to pieces, was plunged into another hideous war. Once again, when the first heroic, desperate phase of naked self-preservation and of resistance to violent aggression was past, the Allied Powers, conscious that the victory for which they strove would not be an end but a beginning, sought to devise a system of international relations which would prevent—and really prevent—another repetition of the whole disillusioning and slaughterous process.

It has, however, been one of the strange aspects of our time that the nations which, without doubt, have been the defenders of civilisation and freedom against the challenge of barbarism and tyranny, have combined nobility and courage with smug self-righteousness and a persistent, morbid sense of guilt. We have been lion-hearted but we remain muddle-headed. Conscious of the magnitude of our endeavours, we have sought to transfer the guilt with which we are haunted not simply to our defeated enemies but to a semi-abstract system which (we persuade ourselves) has linked us all and led us all to the bring of disaster. We describe ourselves eagerly as "peace-loving"; but the evil system of "imperialism" has wreaked havoc; purge ourselves of imperialism and heigh-ho, we are back on the bright road to the millennium.

The founders of the United Nations, however, were a great deal more realistic than their predecessors. Their statement of the reasons for its creation was impeccable: to save succeeding generations from the scourge of war; to reaffirm faith in fundamental human rights; to establish conditions under which justice and respect for obligations arising from treaties and other sources of international law can be maintained; and to promote social progress and better standards of life. This is a succinct exposition of excellent principles; but they are an intellectual jumble.

AT THE WORLD FORUM: Mr. Sidney E. Smith (left), the Canadian Minister for External Affairs, expounds his nation's view on Russian nuclear tests at the Political Committee of the United Nations. Sitting by him is Mr. Son Sann, delegate of Cambodia.

THE FRENCH ATTITUDE TOWARDS NUCLEAR WEAPONS: M. Moch speaks to the U.N. Committee. On right is M. Enckell, of Finland. The United Nations has just marked its thirteenth anniversary, the Charter having been finally ratified on October 24, 1945.

Their origins are to be found in our Western ideas of ethics, jurisprudence and political economy; but the smoothness and clarity of their phrasing mask their confusion. The exposition entirely disregards the fact that the peoples of the East attach utterly different meanings to these words and these concepts. It is an agreed formula; and it ought by now to be pretty widely realised that any agreed formula, in the world of politics and diplomacy, bristles with danger.

It is not, however, an empty formula. There have been many statesmen and officials who have tried, sincerely and stubbornly, to fulfil these aims, to make the formula work. The United Nations Organisation has not broken down under the crushing impact of power politics. It has not degenerated into total futility. It has shown that it has a corporate capacity for action and that, as any living organism must be, it is greater than the sum of its parts. Some of its functions have from time to time been distorted. It has had some failures, but it can list some triumphs, too.

At the San Francisco Conference in 1945 President Truman, who had held his great office for only a few weeks, described the Charter of the United Nations as "a great instrument for peace and security and human progress in the world." He went on:

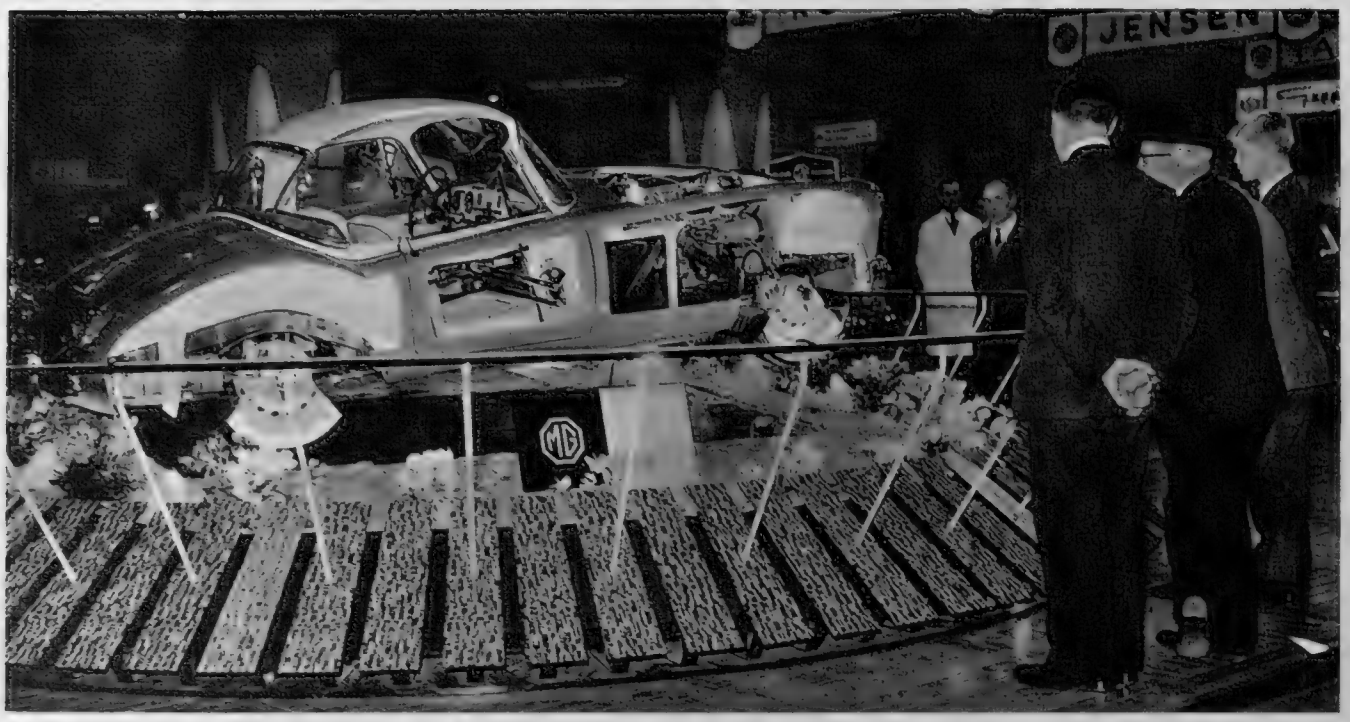
> If we fail to use it, we shall betray all those who have died in order that we might meet here in freedom and safety to create it. If we seek to use it selfishly, for the advantage of any one nation or any small group of nations, we shall be equally guilty of that betrayal. The successful use of this instrument will require the united will and firm determination of the free peoples who have created it. The job will tax the moral strength and fibre of us all. We all have to recognise, no matter how great our strength, that we must deny ourselves the licence to do always as we please. No one nation, no regional group, can or should expect any special privilege which harms any other nation. If any nation would keep security for itself, it must be ready and willing to share security with all. That is the price which each nation will have to pay for world peace. Unless we are all willing to pay that price, no organisation for world peace can accomplish its purpose.

Motives are not always easy to define. The Soviet Union in the years since has consistently been the chief bilker. Did the Russian representatives take part in the framing of the Charter consciously intending to manipulate it for their country's own selfish purposes, intending to bilk and cheat? Or have political concepts and phraseology which we are apt to take for granted completely different meanings for them? It is reasonable to suspect that their motives in co-operating at the beginning were a mixture of expediency and principle. It is interesting to realise that however much the Soviet Union and its group of satellites have tried to exploit and pervert the United Nations Organisation, that Organisation has been strong enough to hold its own, and that the Soviet Union, conscious of its restraints and chafing against them, has never abandoned the pretence at least of submission.

The United Nations Organisation is in no sense "the federation of mankind, the Parliament of the world." But it is an instrument which has developed, and is still developing, a technique of bringing some pattern of order into the chaotic tumult of international affairs. The functional separation between the Security Council and the General Assembly has been effective; and those who seek to impose on the General Assembly the responsibilities and duties of the Security Council are, in fact, sapping that effectiveness, however irreproachable their intentions may be. We are still groping towards establishing the rule of law in the world at large. It is a task demanding a great deal of wisdom, courage, integrity—and patience.

There have been tensions, there have been repeated occasions of conflict, there have been open conflicts; but the new rule of law, though treated contemptuously and gravely menaced, has not so far collapsed. The Chinese Communists flagrantly defied it. It took a painful and bitter war in Korea to answer that challenge and stem what might have been—what still might be—a fierce tide of aggression. India in the matter of Kashmir has defied it, obstinately but sinuously. There have been constant attempts to exploit it to the advantage of individual nations and groups of nations.

In the great Suez crisis two years ago a profoundly erroneous diagnosis of the causes of the trouble led to the authority of the United Nations being invoked, not against the aggressors, but against the nations which had had to suffer aggression. The significant fact is that Britain, France and Israel, though outrageously misjudged (because the General Assembly sought wrongly to act in a judicial capacity), submitted to the rule of law which UNO is there to represent and maintain. At the same time, because attention was so clamorously diverted, the United Nations failed miserably over Hungary. It is by no means a perfect instrument, but it is the best yet devised. We must go on learning, through our successes and through our failures, how to improve it.



THE 1958 MOTOR SHOW AT EARLS COURT: The fully-comprehensive section model is of an MGA in coupé version. Not only do section models enable keen motorists to study more thoroughly the car's design; they also allow them to obtain some idea of the engine layout and other mechanical parts. At this year's Motor Show, nine countries have a total of 309 models on display.

A CAR WHICH HAS AROUSED CONSIDERABLE INTEREST: The 3-litre Rover is an additional model to the already famous and well-proven Rover range. It is powered by a 6-cylinder engine of 2,997 c.c. with an 8·75 to 1 compression ratio, developing 115 brake horse-power. The interior of the car, acclaimed as one of the most distinctive of the smaller luxury vehicles, is richly finished.

THE AMERICAN LOOK—LONGER AND LOWER THAN EVER BEFORE: Aircraft-inspired fins and lamp clusters are notable features on the new Dodge, one of the numerous American models on show. Most of this year's new cars from the U.S. appear to have been inspired by the jet age. The huge fins at the rear of most of them are inclined at such an angle that they are almost horizontal.

LONDON'S BRIGHTEST MOTOR SHOW

At Earls Court Emphasis is on Colour and Styling

It is generally agreed that this year's London Motor Show at Earls Court is one of the most outstanding of recent years. Colour and Italian design are the keynote and there is hardly a black car to be seen. The show is truly international—eight countries other than Britain (the United States, Canada, France, Germany, Italy, Sweden, Holland and Czechoslovakia) have new or improved models on display. The Italian influence is unmistakable on a number of stands and although the Continental line is now being used in one form or another by nearly all the American makers, the skill with which it is applied varies. In some instances, the result is an attractive though large car; in others the vehicles are too flamboyant for successful Italian styling.

Although the Italian "new look" on the smaller British vehicles receives favourable comment, the elegance of the expensive cars with their more traditional lines is a feature of the show.

A CONGLOMERATION OF CARS OF TO-DAY AND TO-MORROW: From a balcony at Earls Court the camera looks down into the main hall, where some of the world's latest cars, their paintwork gleaming under the lights, are arranged on their respective stands. Above each section hang the familiar banners which act as a guide to the vast crowds which each year visit in increasing numbers British motoring's greatest annual event. The exhibition, one of the most interesting in recent years, closes to-day, November 1.

A FRESH DESIGN APPROACH TO MOTORING: *Left*—Pinin Farina was consulted by the B.M.C. in the design of the new and attractive Austin A.40. The extended roofline encloses the boot, giving a compact external appearance, and generous seating and luggage capacity; yet it may be converted to operate like an estate car. The Italian school of design is clearly influencing small and medium-range British cars. *Right*—One of the unusual features of Frisky's new sports model, the Sprint, is a door which is lowered like a flap.

DROPPING SUPPLIES IN MALAYA: An aircraft carrying men of No. 55 Company, R.A.S.C. (Air Despatch), flies low over the Malayan jungle on its way to drop supplies to a patrol.

A POLICE FORT: Near the border of Malaya with Siam is the tiny square marking a police fort. It depends upon supplies dropped from the air. The fort houses thirty men, who stay there for six months before they are relieved. They patrol the jungle on police work and on the look out for Communist terrorists.

LEAVING THE AIRCRAFT: Despatchers push crates of supplies out into space. Each is placed on a hinged board, which is tipped up as the target is reached.

THE SUPPLIES ARE DROPPED: Despatchers watch a crate float down suspended on its parachute. They are strapped to the floor of the aircraft to prevent their being swept out of the door.

IN A CLEARING: A security patrol watches the parachute land. Around them drifts the smoke from the fire lit to show their position.

SUPPLYING TROOPS IN MALAYA

The Work of No. 55 Company, R.A.S.C., is Parachuting Supplies from Aircraft Flying Low Over the Jungle

With the extended amnesties offered to terrorists and the intensive efforts by security patrols, terrorism in Malaya has shown a marked decrease. But British forces are still busy in the thick, inaccessible jungle, engaged on operations against the remaining insurgents and on general policing of the outlying districts. This summer, the Prime Minister of the Malayan Federation, Tengku Abdul Rahman, disclosed that earlier this year one of the leading Communists had surrendered. Since then, the Federation had sought to "use" him, and with the surrender of a further 160 insurgents organised terrorism had been brought to an end in the south of Malaya. Nevertheless, it was estimated that about 700 terrorists still remained in the north, perhaps reinforced by infiltration across the border. This encouraging situation has been brought about largely by the intense pressure and ubiquity of security forces in the country. The success of these in turn has been to a large extent due to supplies dropped to them by air.

Many patrols operate in districts inaccessible except by air, in thick, remote jungle areas, where the most accurate navigation is needed for an aircraft to find the patrol. These supplies are dropped to the British and Commonwealth troops by No. 55 Company, Royal Army Service Corps (Air Despatch), operating from Kuala Lumpur, the Malayan capital. Every day, patrols in the jungle and men stationed in police forts wireless their needs for supplies of food, ammunition and other necessities to Army and police headquarters in the capital. From there lists of requirements are sent by teleprinter to No. 55 Company, based at Kuala Lumpur Airport. The company collects the items from Service supply stores, packs them and parachutes them from R.A.F. and Royal New Zealand Air Force aircraft flying low over the jungle.

The company has been in action since the beginning of the emergency in 1948. By the end of last year, 21,000 tons of supplies had been dropped. The record year was 1955, when a total of 8,987,532 lb. was dropped. In one month 876,729 lb. were sent, and in one day in February of 1955 65,120 lb. were despatched. The company drops supplies to Malayan army and police units, British and Commonwealth forces, Gurkhas, Africans and Siam police operating on the northern border. Because each of these races needs different types of rations, the company has to be careful to parachute each pack to the correct patrol. Personal shopping is also done for members of security forces and supplies are dropped to aborigine shops established at police forts. Recently fresh lobsters packed in ice were despatched to a patrol commander celebrating his birthday. Personal shopping includes such things as hair cream, cameras, films, cigars and writing paper.

On occasion livestock have been parachuted with no ill effects. Forts suffering a plague of rats request cats, which are parachuted in well-padded boxes. A fort commander who wanted to raise chickens asked for a rooster. The bird crowed lustily as it drifted slowly to the ground. No. 55 Company handle large objects as well. A bulldozer and a tractor needed to build a landing-strip were dismantled and parachuted in bits. At the request of the Borneo Government a prefabricated house was sent to an oil survey team. The company guarantees a forty-eight-hour service from time of order to time of delivery. In an emergency, the time taken is reduced so much that it can be counted in minutes rather than hours.

On most flights the aircraft carry leaflets calling for the terrorists to surrender. During one operation 12,000,000 leaflets were dropped in a few days. No. 55 Company has a strength of 200 officers and men. Sixty per cent. are regular soldiers serving three years in Malaya. All are volunteers. On principle, officers fly with their men. Dropping supplies is dangerous. The aircraft often have to fly low along narrow, twisting valleys when searching for patrols. The tree-tops are never more than 300 ft. below the aircraft during the run-in. Once an aircraft has entered one of these valleys it is not possible to turn back. As one squadron leader said, "Men flying supply aircraft give themselves a good fright at least once a week." Since 1950, twenty-eight men of the company have been killed in air crashes and one was ambushed by terrorists.

Expert navigation is needed to pin-point the patrols deep in the jungle. At each supply point the same drill is used. The men stand by the door of the aircraft, wearing harnesses tethering them to the floor. As the aircraft flies over the dropping-point, a bell rings. The crates are pushed out, with a noise like ripping canvas, produced by the static line of the parachute being pulled taut. It is in no small measure due to these men that many areas of Malaya have been declared "white"—that is, free of terrorists. The insurgents have been driven out of most areas except in the remote jungle of the north near the border with Siam.

THE WRECKAGE OF A B.E.A. AIRLINER: A crowd of civilians stands behind twisted debris, the remains of a Viscount 701, which was involved in a collision with a Sabre jet fighter of the Italian Air Force a few minutes before it was due to land at Naples. All the thirty-one people on board the airliner, including the crew of five, were killed. The Viscount was flying from London to Naples and Malta.

COLLISION IN THE AIR

Thirty-one People on Board a Viscount Airliner were Killed in a Collision Over Italy

At 23,500 ft. above the Italian coast, a B.E.A. Viscount airliner was involved in a collision with an Italian jet fighter. Weather conditions at the time were excellent. The Viscount had received clearance from traffic control. The Italian fighter, a Sabre, was engaged in aerobatic training over the Nettuno artillery range, south of Anzio. All thirty-one people on board the airliner were killed on impact. The pilot of the Sabre, Captain Savorelli, according to later reports, was thrown out of his aircraft. Mr. A. Milward, Chief Executive of B.E.A., said the pilot did not operate his ejection device. The mechanism was later found with the ejection cartridge unfired. Captain Savorelli was taken to hospital with severe injuries after he had floated to earth on his second parachute.

The tragic accident took place near the Nettuno artillery range. This is used as an aerobatic training area for jet wings stationed at the Practica di Mare airbase, one of the largest in Italy. Mr. David Craig, B.E.A.'s general manager in Italy, denied that the Viscount was off course. He said there were restrictions on flying over the artillery range, but said that the air corridor went exactly over it. Aircraft had to maintain a specified height. As the Italian Ministry of Defence set up a commission of inquiry and as an investigation team from Britain arrived, problems of flying in this increasingly crowded jet age again became prominent. The disaster emphasised the severe difficulties of air traffic control and more especially those of co-ordinating civil and military flying.

It has become practically impossible to segregate military and civil aircraft, although as much as possible is done by the provision of recognised "airways" routes at specified heights, for airliners. Even so, under certain conditions it is permissible for a military aircraft to cross such an airway. That the accident was not an isolated instance is shown by the number of near-misses reported by pilots. There is, moreover, a permanent "near miss" working group of the Air Ministry, and the Ministry of Transport and Civil Aviation. One estimate of collisions in the air over the U.S. since 1947 puts the figure at 131. Two airliners collided over the Grand Canyon in 1956 and 128 people were killed. Many observers have agreed that the essential need is a closer liaison between military and civil controls, that all traffic air control systems should be integrated and that if possible all aircraft should fly under instrument flight rules all the time even if visibility is perfect, following instructions from the ground.

On left—

EVIDENCE OF TRAGEDY: Officials inspect the broken fuselage of the Viscount in the middle of an artillery range, only 400 yards from a high-explosive dump and not far away from the village of Nettuno.

EXTINGUISHING THE BLAZING WRECKAGE: Earth is shovelled on to the one remaining engine of the Viscount. A search started for the other engines, which it was believed had fallen into the sea, thus marking the exact spot of the collision. *On left*—Italian police examine the ejection seat of Captain G. Savorelli's S.86E Sabre jet aircraft.

PROBLEM OF NOISE

An American "Silencer" for the Ground Tests of a Supersonic Fighter; A U.S. Rocket Research Aircraft

On right—

MUFFLING A JET AIRCRAFT: A new "silencer" built at the Republic Aviation Corporation's works at Farmingdale, New York, reduces the roar of a F-105 Thunderchief fighter-bomber to a low-pitched moan. When the two 6-ton doors (centre) are fitted closely around the tail of the aircraft to seal in the sound, normal conversation can be carried on only a dozen feet away. Air drawn in through the 38-ft.-high stacks immediately behind the doors is used in combination with a perforated metal liner backed by compressed glass fibre to absorb much of the sound. The remainder is funnelled through the pipe-like structure (left) to the muffler tank and blown out through the exhaust stack (extreme left). The muffler system is portable and is said to be twelve times as effective as previous models built for the F-84 Thunderstreak series of aircraft designed by Republic. During ground tests, the F-105 is held steady by special restraining devices. These allow a play of only about an inch, despite the thrust of its jet engine. The F-105 is powered by a Pratt and Whitney J75 turbo-jet with after-burner, producing a thrust of 20,000 lb.

Below—

PREPARING FOR GROUND TESTS: The two 6-ton doors are moved into position round the rear end of the fuselage of the F-105, before full power tests start on the supersonic aircraft at the works at Farmingdale. Republic's production facilities at the plant are devoted entirely to the production of military aircraft. The F-105, which was ordered into production in 1956, was designed to meet U.S. Air Force specifications for a single-seat supersonic fighter-bomber able to deliver nuclear and other weapons at high speed over a long range.

FLYING SUIT FOR THE FRINGES OF SPACE: The pilot of the X-15 U.S. rocket aircraft will wear an aluminised space-suit, here covering a "human factors dummy," seated in a X-15's pilot's seat. This is equipped with stabilising fins to protect the pilot in the event of ejection at supersonic speeds. The space-suit is resistant to extreme heat and cold and is pressurised to keep the pilot from exploding should there be loss of cabin pressure through an accident in flight. Like earlier X-series research aircraft, the X-15 will not take off by itself, but will be launched by a "mother" aircraft at about 40,000 ft. Developed by North American, it is powered by a liquid propellent rocket engine.

THE AMERICAN X-15 ROCKET AIRCRAFT IS UNVEILED: The experimental rocket research aeroplane is rolled out of its hangar at the North American Aviation plant in Los Angeles. Due to make its first flight in February of next year, the X-15 is designed to fly twice as fast and more than four times as high as any previous manned aircraft. Its maximum speed is described as being in the neighbourhood of 4,500 m.p.h. at altitudes of between 100 and 150 miles. It is hoped that the aircraft will reach these performance figures by the end of 1959 or the beginning of 1960. From the test flights, scientists hope to learn the precise degrees of heating caused by atmospheric friction. During its tests, the North American rocket aircraft will make short flights in an arc starting above Wendover, in Utah, and landing at Edwards Air Force Base, in California. The X-15 programme is a joint project of the National Aeronautics and Space Administration, the U.S. Air Force and Navy, and North American Aviation Inc.

A MIGHTY MAN WAS HE

The Dying Craft of the Farrier; Blacksmiths To-day Specialise in the Repair of Farm Machinery; the "Hard, Horrible Work" of Shoeing Horses

By BRIAN VESEY-FITZGERALD

I saw a smith stand with his hammer, thus,
The whilst his iron did on the anvil cool.

SO spake Hubert in Shakespeare's *King John*. It is, strangely enough, the only mention of the ancient craft (for it must be almost as old as iron itself) in the whole of Shakespeare. Even so, it is no more than a passing reference, an aside as it were, for what really concerned Hubert, you will remember, was the tailor's gossip. I find it strange that Shakespeare should mention a smith only once, and so casually, because in his day almost every village must have had its smithy and smiths were then men of position and prestige in their communities. To-day the position is very different. Had Shakespeare lived to-day it would not have been in the least remarkable had he not mentioned smiths at all, for theirs is a dying craft.

Or, at least, one part of it is dying. We are apt to lump all smiths together as "blacksmiths" and to believe that they all shoe horses. It is too facile a generalisation. The man who shoes horses is a farrier. Now, it is true that all farriers are blacksmiths, but it is not true that all blacksmiths are farriers. There has over the years, and particularly in recent years, come to be a sharp distinction between the two. It is the craft of the farrier that is dying.

On the other hand, the blacksmith, the man who works iron in the old traditional manner at a forge, is currently enjoying a bit of a boom. A few of them, especially in the West Country and the Midlands, are "general smiths" and consider farriery as part of their day-to-day work. A few more may shoe an occasional horse, but do not consider this as part of their normal day-to-day work and would be glad if they never saw another horse. They are farriers against their will, doing the job only because they must to "keep in with" important customers. But most blacksmiths to-day never shoe a horse at all and most of them could not do so anyway, for they have not that skill. Some of them, comparatively few, using traditional methods, have become specialists in wrought-iron work and make beautiful little gates, and so forth, for suburban householders, and a good living for themselves. Most of them have become specialists, or, at any rate, handymen, at the repair of farm machinery. They are, in fact, "agricultural engineers" rather than blacksmiths in the strict sense of the term.

Even so, one cannot but feel that they are enjoying what must prove to be a short-lived boom. Some have realised this, installed modern electrically-driven equipment, and have become fully-fledged repair shops for farm machines. Some have gone further and now supply as well as maintain agricultural machinery. This is the shape of things to come. Except in a few specialised districts, except in a few specialised instances, the agricultural engineer (though not necessarily the big firm) is bound to supplant the blacksmith. The future belongs to the mechanic, not to the craftsman.

If this is so—and there can surely be no doubt about it—then what is the future of farriery? Anyone with any knowledge of the countryside must realise that it is pretty grim. But I confess that I had not realised quite how grim until I read *The Country Craftsman*, by W. M. Williams. This, a volume in the Dartington Hall Studies in Rural Sociology, is a fascinating and most detailed piece of work, the result of long and patient research in two areas, Devon and the West Midlands. But it was the section on blacksmiths, and especially that on farriers, which interested me particularly.

Obviously, the farrier depends upon the horse for his living. The number of horses in England has decreased steadily during this century, but there has been a very sharp fall in numbers in recent years due to the large-scale mechanisation of farming. Mr. Williams gives figures: the percentage decrease in the number of all horses in England was 23.8 for the years 1935-45; 62.0 for the years 1945-54. Mr. Williams does not give the figure for more recent years, but one can be sure that the decrease has continued and almost certainly accelerated still further. These are figures for the whole country. One would expect to find some variation as between region and region. One would expect, for example, to find more horses working on the land in Devon than one would in Lincolnshire or Wiltshire. Even so, the percentage decrease in the number of all horses in Devon for the years 1945-54 was 56.3. It is not, therefore, altogether surprising to find that, though there were 152 masterman farriers in Devon in 1954, fewer than six of them made a living from farriery alone. In 1955 there were 180 masterman farriers in the West Midland region, but not one of them made a living from farriery alone.

Mr. Williams goes into greater detail, and the really black side of the picture is apparent when he discusses age. In 1956, in the two regions under survey, almost a third of the farriers were over sixty and more than two-thirds over fifty. In the West Midland region there were in that year only six masterman farriers under thirty: in Devon only four. The "intake" figures make even more depressing reading. In Devon, between 1946 and 1955, only twenty-eight boys were indentured. Of these four did not complete their apprenticeship and thirteen were the sons of smiths or agricultural engineers. In other words, excluding the sons of smiths, only eleven young men entered the craft in nine years in Devon. And of these eleven only three were trained to shoe horses.

Mr. Williams' figures cover, it is true, only two regions. But, except in racehorse-training centres, there is no reason to suppose that figures for the whole country would differ significantly. After all, two of Mr. Williams' counties, Devon and Shropshire, are "horse counties." If this is so, then the picture for the future, both from the point of view of the horse-owner and of the craft, is not a happy one.

How has this situation arisen? If the numbers of farm horses have decreased sharply—actually there has recently been a slight rise in numbers in Devon—there has surely not been anything like as sharp a decrease in riding horses and ponies. Though there may not be sufficient work to keep a smith by farriery alone (except in isolated cases or in specialised areas) there must surely be plenty of work. It would seem that men just do not want to do it.

In Mr. Williams' experience the majority of smiths dislike shoeing horses. That they should do so was something that had never entered my head, so I went off to see a farrier I have known for years. His work is now almost entirely confined to riding horses and ponies, for the farm horse has practically disappeared from this neighbourhood and he shoes the horses from many miles around since he is the only farrier left in the district. He is a man in his late fifties and he has been a farrier all his working life. It had never occurred to me that he might dislike his work. But he used almost the same words as one of Mr. Williams' farriers: "It 's hard, horrible work. I wouldn't mind if the last horse were dead." If this is the attitude of the majority of established farriers one really cannot be surprised that youths do not enter the craft.

It is hard and often dangerous work—according to my farrier it is more dangerous now than it used to be because modern horse-owners do not know so much about horses—but it is also highly-skilled work. "The smith, a mighty man is he": we take the brawn for granted, and forget (or do not know) that a farrier has to pass an examination requiring detailed anatomical knowledge as well as a very high level of technical ability. Here are some of the questions set in a farrier's examination paper in 1938 (I have not seen a more recent one):

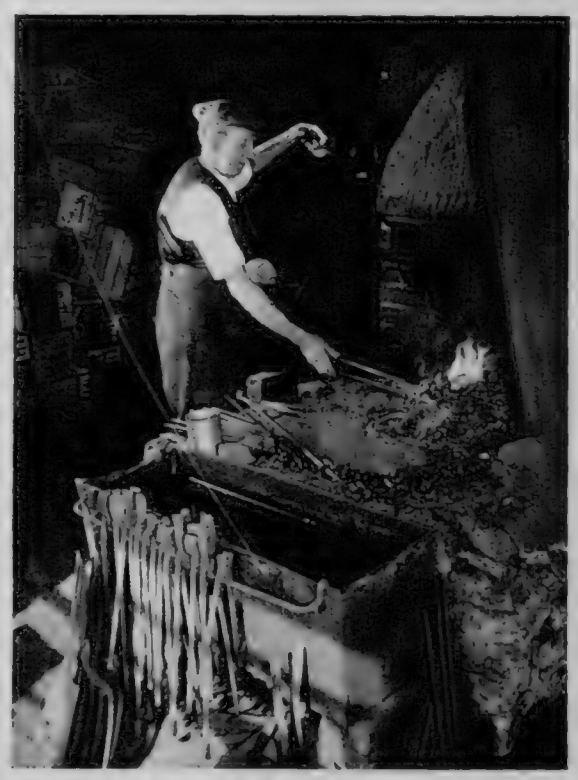
1. State why the Corium is so vascular and name the blood vessels found in it.
2. Describe how the horny sole flattens under weight.
3. State what in your opinion causes Kerotoma and how you would proceed to shoe the foot with this disease.
4. Describe the growth of the wall, giving its chemical composition, its qualities (good and bad), and the position of the horn tubes in the wall, and give the ratio of heel to toe in a well-balanced foot.

In addition to the written paper the candidate must give practical demonstrations in diagnosis, and perform extremely skilful manual work. It does require great skill to shape heavy and intractable material to an exact hundredth of an inch, using tools which must themselves be heavy enough to withstand the daily usage of the forge.

It takes time to learn all this. The apprenticeship is long and, by comparison with other trades, poorly paid. Moreover, comparatively few farriers are now in a position to take on an apprentice: there is rarely enough in farriery nowadays in most country districts to allow for that. But, quite apart from all that, the work is monotonous, undeniably dirty and undeniably smelly, and it requires great physical strength. There is not the kudos attached to it that there is to, say, working in the local garage or driving a van. No one thinks that a smith requires any brains. It 's not the sort of career likely to appeal to a boy with a secondary modern education, for example.

In any case, the whole bias of modern education (of whatever standard) is against crafts like farriery. The stress is on the "white collar," on technological advancement, on the machine. The young man knows full well that the future lies with the machine and not with the horse; knows full well that no matter how great the boom in pony clubs they are not going to provide him with the sort of living he wants.

With the present rate of "intake"—and it seems extremely unlikely that it will increase—there is bound to be a serious shortage of farriers throughout the country in the near future. It seems probable that ten years from now, though there will still be plenty of work for the farrier, there will not in many districts be the farriers to do the work. I think it is very sad. And what will the young ladies of Britain do when they cannot get their ponies shod?



THE VILLAGE BLACKSMITH: *Left*—Inside the Corbets Tey forge at Upminster, in Essex, Mr. Percy Coe, who is seventy-seven years old, shoes a horse, watched by a farmhand. *Right*—Mr. Coe, who has been in the trade for fifty years, manipulates the bellows with his left hand as he heats a horseshoe in the white-hot embers before hammering the metal into shape. There are few farriers left in England.

A LIFE PEERESS : Lady Swanborough (Stella, Marchioness of Reading) was the first woman to take the oath.

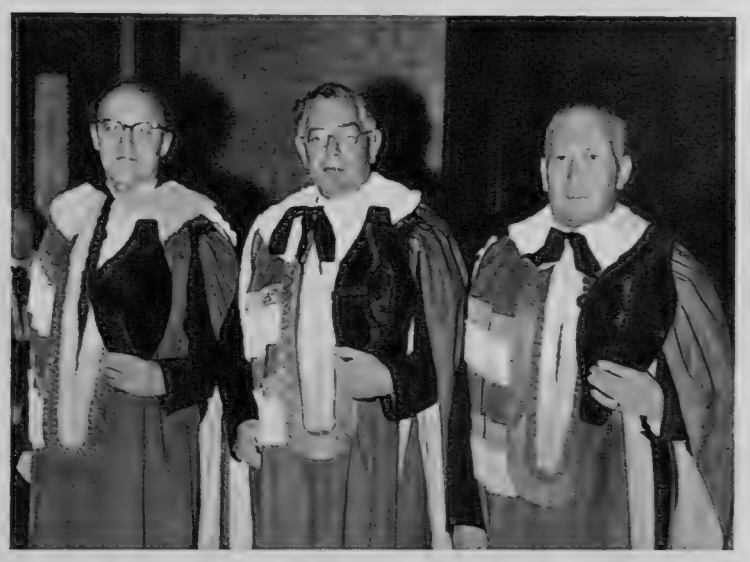
AT THE HOUSE OF LORDS: Arriving for the ceremony are Baroness Elliot of Harwood (left), the widow of Walter Elliot, C.H., and Baroness Ravensdale of Kedleston, who is the elder daughter of the late Lord Curzon and is a peeress in her own right.

BEFORE THE CEREMONY: At the House of Lords is Baroness Wootton of Abinger. She was formerly Mrs. Barbara Wright.

THE NEW LORD CHIEF JUSTICE : Lord Parker of Waddington is flanked by his sponsors, Lord Goddard, his predecessor in the office (left), and Lord Evershed, Master of The Rolls. In his introduction, the new variations to the letters patent were heard in the Lords for the first time.

NEW LIFE PEERS AND PEERESSES

Differences in the Traditional Ceremonies Attending the Introduction of a Baron to the House of Lords



A LIFE PEER: Lord Shackleton, the son of the Antarctic explorer, stands between his sponsors, Lord Pakenham (left) and Lord Ogmore. He has been a Socialist member of Parliament and is himself an explorer.

Last week, in the House of Lords, the traditional ceremonies accompanying the introduction of new peers were altered. The first group of life peers and marking an even more radical step, of life peeresses, attended the House for the first time. Before the expectant Lords, the formalities traditional to the introduction of a baron were subtly varied. The first new peer, however, was the new Lord Chief Justice, Lord Parker of Waddington. In the letters patent were the variants which were repeated in slightly differing forms in the ensuing introductions. There came the phrase, "In pursuance of the Life Peerages Act, 1958, and of all other powers in that behalf us enabling." Later, the "name, state, degree, style, dignity, title, and honour" of a barony was conferred, to have and to hold for his (or her) life.

Baroness Swanborough was the first of the new peeresses to be introduced. The Baroness, as were her sponsors, was robed in the scarlet, gold and double-banded miniver of a baron. The differences were that Baroness Swanborough wore a black tricorn hat with a gilt rosette and that her robes completely covered her ordinary clothes. Later in the ceremony at the point where male peers and sponsors doffed their hats to the Lord Chancellor, the Baroness merely bowed. Baroness Wootton of Abinger announced her conscientious objection to taking an oath. She "solemnly, sincerely, and truly" declared her allegiance to the Queen. On the next day Baroness Elliot of Harwood and Baroness Ravensdale of Kedleston were introduced.

TAKING HIS SEAT: Lord Twining (centre) arrives for the ceremony at the House of Lords with his sponsors, Lord Thurlow (left) and Lord Chesham. He was formerly Sir Edward Francis Twining, the Governor and C.-in-C. of Tanganyika 1949—58.

ANOTHER NEW PEER: Robed in the scarlet, gold and double-banded miniver of a baron is Lord Taylor, formerly Dr. S. J. L. Taylor, the Socialist member of Parliament for Barnet, 1945—1950, with his sponsors, Lord Ogmore (left) and Lord Cohen of Birkenhead.

TWINING REINDEER THREAD: In her lace-edged cap an old Lapp woman squats and works at twining thread from reindeer sinews.

A MAIN SOURCE OF WEALTH FOR THE LAPLANDERS: A reindeer is rounded-up and led away by a rope attached to its horns on the slopes above the River Lule, in north Sweden. The beast is one of the chief means by which the Lapps obtain a livelihood. Almost every part of the reindeer is utilised by these nomadic people, a race distinct from other Scandinavians.

FAMILY GROUP IN THE FAR NORTH OF SWEDEN: A child well wrapped up against the cold is held by the open fire of wood on which a meal is cooking. The Lapps are brachycephalic and said to be the shortest in stature among the European peoples. The areas in which they live stretch from Norway through Sweden and Finland to the Soviet Union.

"GIPSIES" OF SCANDINAVIA

Primitive Life Among the Nomad Lapps in Sweden

TIME OFF FOR A SMOKE: The old woman lights a cigarette. Smoking is a widespread habit among the Lapps. Coffee is their staple drink.

LAPLAND is a vaguely defined geographical entity. On maps the area is usually shown as running from the north-west coast of Norway, somewhere above Narvik, through the north of Sweden and into Finland. There may be a few Lapps in the Soviet Union. Their numbers are highest in Norway—possibly about 20,000. In Sweden there are said to be 7,000 and in Finland 2,000.

In recent years numerous people of Lapp stock have integrated into the rest of Scandinavian society and apart perhaps from certain differences in appearance they are not to be distinguished from their fellow countrymen. Intermarriage will presumably eventually lead to the disappearance of these distinctions. However, the primitive, nomadic Lapps are still to be found in the remote vastness of the Far North.

The ethnological origins of this people are obscure. Some experts class them as Finno-Ugrians, that is descendants of the race which migrated into East Europe centuries ago, part of it settling in what is now Hungary and part moving northwards to live in Finland. The objection to this theory is that Lapps and Finns share few if any common characteristics. Finns tend to be tall and blonde. Lapps are squat, dark and probably the smallest in size of all the European races. Another opinion is that Lapps derive from Mongol stock.

The pictures on these pages show something of the life of the true Laplanders on the Lule River, in Sweden. They would class themselves as "true" because they hold, as gipsies do, that any one of their people who settles down or intermarries with other stock forfeits his right to remain one of their number. The real Lapp is a nomad.

Living to the north of the Arctic Circle, the summer of long light days is the time for movement and activity. In the almost total darkness of winter little can be done. Economy centres round two commodities—reindeer and fish. Many of the reindeer are wild and have to be rounded up and brought in. The large trap pits which were used for this purpose in the old days can still be seen on the mountainsides. Nowadays the beasts are usually caught and led away by ropes. Almost every part of the animal will be put to some purpose. The horns are obviously marketable, so is the meat. From the sinews wire and thread can be twined, for use in making shoes and clothes. Fish are netted in the streams and lakes.

A Lapp community consists of crude turf huts and living conditions are very primitive. Inside the dwelling will almost invariably be an open fire in the centre. On it coffee—the staple drink—brews day and night and hanging from the roof will be fish and meat, being dried and smoked. Any inhabitants will probably be smoking in another manner. The Lapps are great tobacco addicts. Alcohol is rare but there is always a demand for basic

A PRIMITIVE DWELLING OF A MIGRATORY PEOPLE : The hut made of turf is at the village of Vaisaluokta, on the Lule River. A number of these primitive dwellings are spread along the banks and in them Lapp families live for the summer months, engaging in reindeer hunting and fishing, their other main occupation. Although the Lapps are few in numbers, great efforts are being made by the Swedish authorities to preserve their special culture, including the provision of schools, in which the Lapp language is used.

SUSPICION OF OUTSIDERS : Lapps show by their expressions that they have little use for strangers. Although they are ready to grumble against the Swedish Government, they have little cause for complaint. Apart from encouragement given to their culture, Lapps are not liable to conscription.

INTERIOR SCENE : In the centre of the hut is an open fire on which coffee is nearly always to be found brewing. Fish or meat is usually hanging to be smoked, and the dark interior is lit by a kerosene lamp.

essentials such as sugar and salt. Furniture in the hut is cut to a minimum. Normally everyone sits on the floor.

Nominally the Lapps are Christian in religion. But it does not take long to discover that through the centuries a certain paganism has survived. On the mountains are to be found stone gods of imposing size, with sacrificial altars beside them. These places are said to be still regarded with respect and veneration. Inherited memory is a characteristic of primitive folk, and the Laplanders complain bitterly against the removal of archæological objects to museums in Stockholm and elsewhere or to private collections.

The visitor may not receive a ready welcome. The Lapps are often suspicious of anyone coming from what they term "the South." This apparently means anywhere outside their own areas. Like many nomadic peoples they have a long list of grievances and grumbles against civilisation.

One will be told that the construction of hydro-electric schemes, to which the Swedes are very sensibly harnessing their abundant waters, are adversely affecting fishing. Reindeer and their calves are being driven from their pastures by the building of dams. The industrial development and mining of ore in Lapland holds no attraction whatsoever. Most forms of modern technology seem to be a source of grumbles. The nomads claim that progress is threatening to exterminate them.

Up to a point one may sympathise with the feelings of this people, but their grievances are largely of their own contriving and one must keep the situation in its proper perspective. The Lapps may regard themselves as a people apart, but to the Swedish authorities they are Swedes. All the excellent social welfare and medical schemes are as much open to Lapps as to any other citizens. Indeed the former possess one special privilege. They are exempt from military call-up under the Conscription Laws. This is probably a wise exemption, for migrants rarely make good soldiers.

The Swedish authorities are fully conscious of the Laplanders' right to their own culture and do everything they can to encourage it. Special Lapp schools have been established with Lapp-speaking teachers to give instruction in the language. Government officials smile ruefully when they hear complaints of "heavy taxation" of the Lapps. The fact of the matter is that their main taxable item is reindeer. It is virtually impossible to reach a correct assessment of the size of the herd of any one Lapp family. Because of this the Lapps are usually let off lightly by the tax collector.

The Swedish Government is anxious to assist the Lapps, many of whom do wish to co-operate. But more could be done if all Lapps showed the same spirit.

THE HILLS OF VADI EL ARABA : These hills bordering on the Negev Desert, not far from Eilat, Israel's port on the Gulf of Aqaba, are the site of King Solomon's Mines. Behind the car, in the foreground, are the tracks of bulldozers and excavators used to-day to uncover the copper ore.

THE ANCIENT COPPER MINES : In the caves and open passages of these strange rock formations, slaves worked for King Solomon. Archæologists claim that ore was mined here 3,000 years ago. According to legend, Moses was the first to exploit the deposits.

KING SOLOMON'S MINES

The Rich Copper Ore on the Site in Israel is Mined Again

Treasure-hunters for centuries were attracted by the legend of King Solomon's Mines, a legend which grew until the seekers thought they were hunting for an El Dorado. Recently, the mines were discovered, not in Africa, where the legend had placed them, but in the hills in the extreme south of Israel. The site is near Eilat, Israel's only outlet to the east, situated on the Gulf of Aqaba. In this area rich veins of copper have been discovered and old mine workings, some, it is thought, dating back at least 3,000 years. It is probable that King Solomon, who employed at the peak of his operations some 80,000 slaves, exported his copper via the Red Sea. The revenue went towards the cost of the temple in Jerusalem and other buildings erected during his reign. To some extent he probably bartered the copper for gold and jewels from the East. The gold provided the jewellery for the Queen of Sheba and was used to decorate the temple.

To-day the rich copper deposits are being mined again. At Timna, some 15 miles to the north of Eilat and not far from the old workings, a new modern plant has been built. When this goes into production it is hoped that an annual average of 7,000 tons of crude copper ore, besides other minerals to be found in the area, will be processed. There are 280 men working at Timna, and their production, with the help of modern machinery, will far exceed that of King Solomon's thousands of slaves.

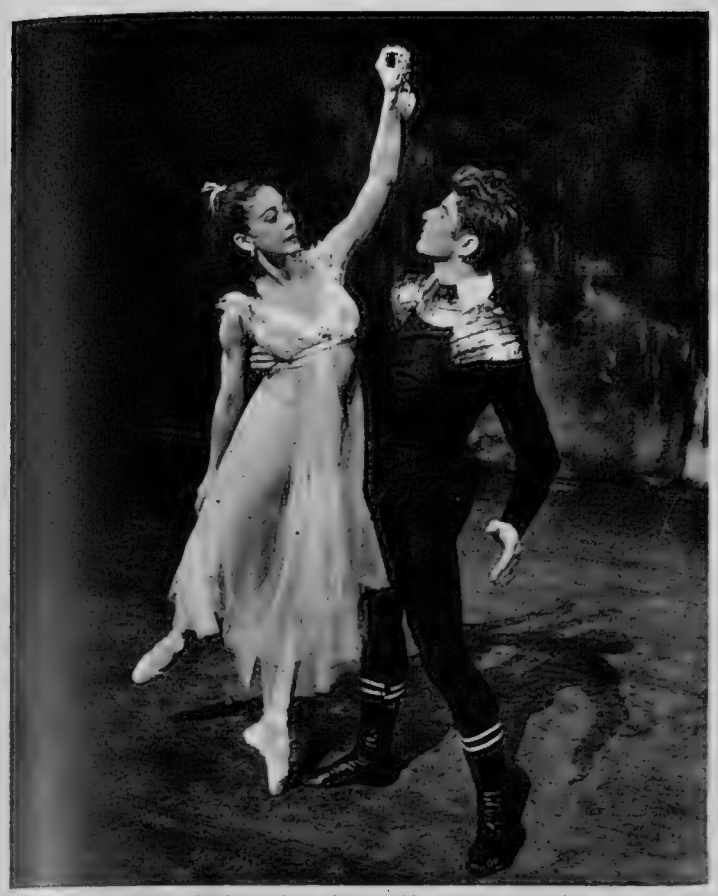
At first the workers at Timna lived in primitive shacks. But with the rapid growth of Eilat, whose importance to Israel's economic prosperity is great, most of the workers have moved into flats in the seaport. Both Eilat and Timna are in the Negev, a triangle of desert land to the south of Israel. This is practically surrounded by territory which is controlled by countries either hostile or likely to become hostile to Israel. One of the boundaries is with the U.A.R., the other is with Jordan, whose only port, which is even more vital to that country's economy than is Eilat to Israel, is only a few miles away. To the south are the sands of Saudi Arabia. As work progresses rapidly at Timna and as Eilat grows Israeli soldiers stand perpetually on guard.

ON GUARD AT TIMNA : An Israeli soldier stands on watch. Behind him are huge ore-crushers. The boundary between Jordan and Israel runs along the valley background.

A MODERN REFINERY : At the Timna copper mines massive equipment refines the crude ore. It is hoped in full production to reach an average of 7,000 tons a year of crude copper.

INSIDE THE ANCIENT WORKINGS : An Israeli looks round one of the old caves. King Solomon was said to have employed some 80,000 slaves in his mines.

A BARREN LANDSCAPE : From an opening to King Solomon's Mines, the bare, rocky hills of Vadi el Araba can be seen. The Valley's west slopes are rich in copper and other minerals.

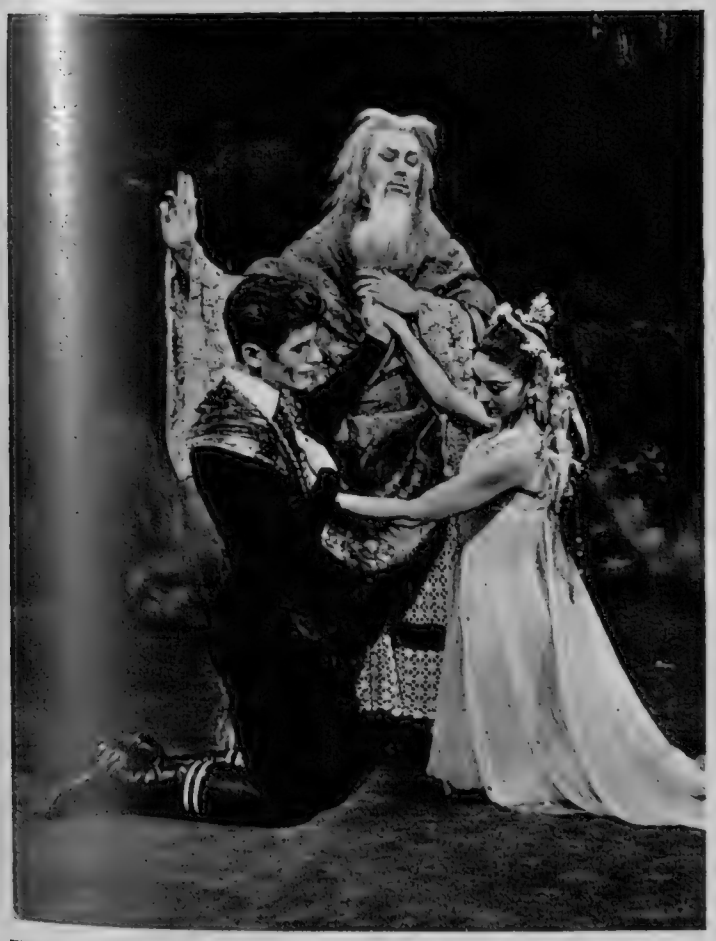


LEADING DANCERS OF THE ROYAL BALLET: Margot Fonteyn dances the title role and Michael Somes Palemon in *Ondine* at the Royal Opera House. The ballet had its world premiere at the theatre on Monday last.

THE SAD TALE OF THE WATER SPRITE: The ethereal quality of Ondine is brought to the stage at Covent Garden by Dame Margot Fonteyn. *On left above*—In another scene the Prima Ballerina sinks to the ground. The choreography for *Ondine* is by Frederick Ashton, the Associate Director and Principal Choreographer to the Royal Ballet. He has freely adapted the story *Undine* by the German Friederich de la Motte Fouqué, which was published at the beginning of the nineteenth century. It has inspired many musical works and Ashton has followed Debussy and Dvorak in preferring the French *Ondine* for his title to the rather harsh-sounding German trisyllable. The music is composed by Hans Werner Henze, the young German exponent of the Schoenberg twelve-tone system, who at the age of thirty-one already has an impressive list of compositions to his credit. He is conducting the first six performances of *Ondine* in London. For the rest of the season's performances the conductor will be Hugo Rignold.

"ONDINE" AT COVENT GARDEN

World Premiere of a Ballet in London



TRANQUILLITY AND MOVEMENT: Leslie Edwards as the Hermit stands over Michael Somes and Margot Fonteyn in the Wedding Scene. *On right*—Alexander Grant as Tirrenio makes a spectacular leap as he dances.

PREPARING THE WAY FOR THE NEW ELEPHANT AND CASTLE, IN SOUTH-EAST LONDON : The panoramic view shows the traffic junction where work is now in progress on a new scheme to allow an easier flow of traffic. In the foreground is the roundabout at the Draper Street end of the scheme, with Newington Butts in the background. This thoroughfare is to be widened to take eight lanes of traffic. On the left of the picture is the façade of Spurgeon's Tabernacle where extensive rebuilding is in progress.

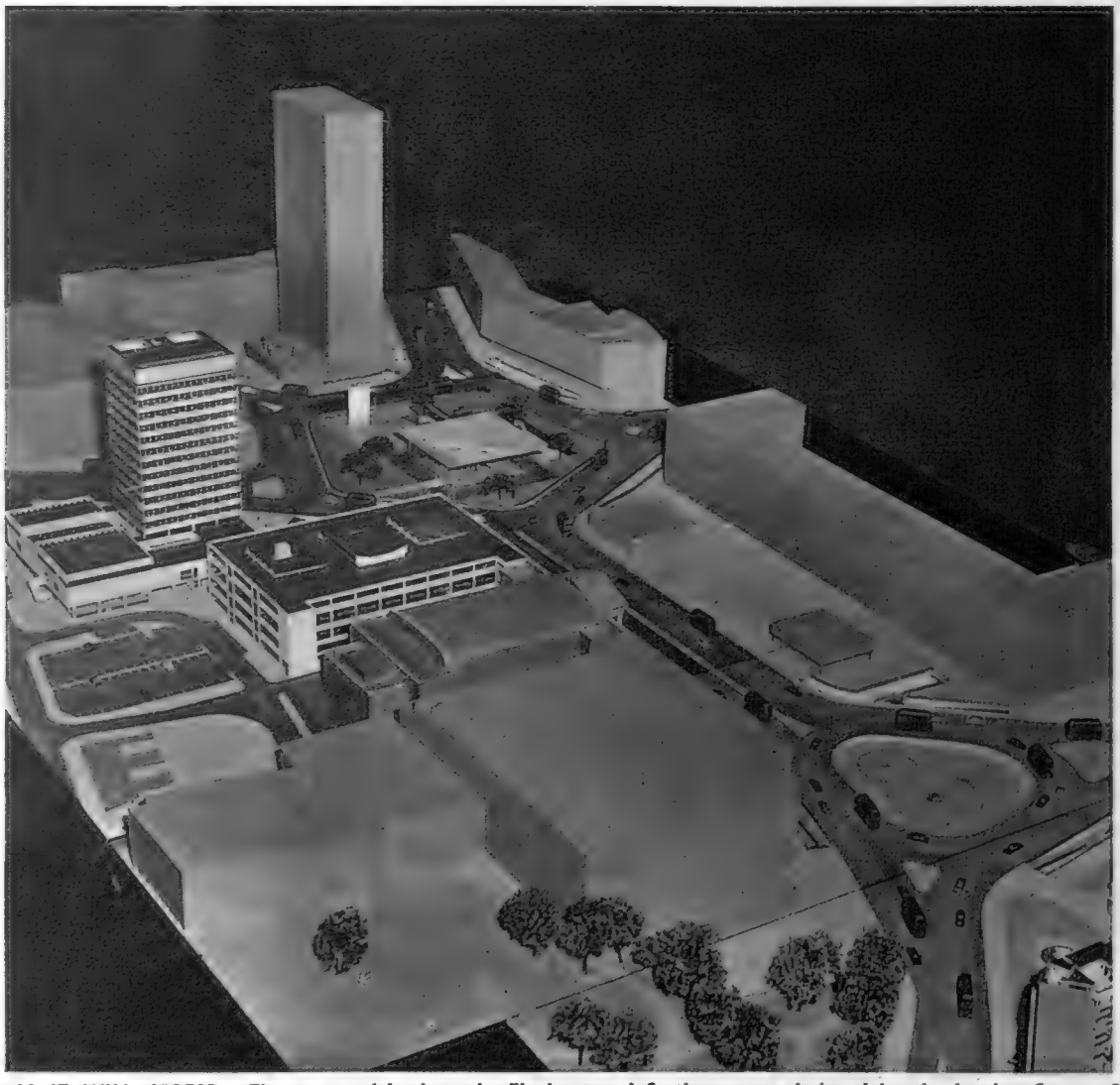
IMPROVING THE "ELEPHANT"

Work Proceeds on the Reconstruction of the Traffic Junction in South-East London

The Elephant and Castle scheme at Southwark, in south-east London, is one of comprehensive redevelopment combined with a major road improvement. At the junction itself a number of busy roads converge carrying traffic into and out of central London. It is a particularly busy area with an average traffic flow of approximately 3,000 vehicles an hour, plus an additional 1,000 vehicles at the peak hour. Now, under the L.C.C. scheme, two roundabouts are being built to control the streams of vehicles, and under the roads there will be pedestrian subways. The actual road works consist basically of a large roundabout taking traffic from five roads approximately on the site of the present main intersection, and a smaller roundabout linking Walworth Road and Newington Butts, the two roundabouts being joined by the northern section of Newington Butts which will be widened at this point to take eight lanes of traffic.

On the site itself plans are also in hand for two important building projects as well as the rebuilding of the nineteenth-century Spurgeon's Tabernacle. One of these is the Draper Street housing site; Hampton Street forms its eastern boundary and it is flanked on the west by the high-level arched railway viaduct. At present the site covers 2¾ acres, but this will form part of a larger area to be developed later. There will be a tower block, twenty-five storeys in height, containing residential accommodation, shops, a public house, and a showroom. This block will be flanked by two six-storey blocks, one containing offices and the other flats and a branch post office. Both blocks include shops on the ground floor. The residential block with shops will be set back to the south end of the tower block at one side of a small piazza.

The second of the two projects is the London School of Printing and Graphic Arts, which will have a tower 170 ft. high. The site for the buildings is situated to the south-west of the main roundabout and adjoins the Tabernacle in Newington Butts. It extends to St. George's Road and covers an area of 2·3 acres.



AS IT WILL APPEAR : The two models show the Elephant and Castle area as designed by the London County Council. *Left*—Towering above the scene at the far end, and facing Newington Butts (in the centre of the picture), is a 250-ft.-high block of offices. To the left of the picture are the buildings of the new London School of Printing and Graphic Arts. *Right*—At the southern end of the scheme, in the Draper Street area, is a group of buildings dominated by a twenty-five-storey block of flats.

LANCASHIRE ON THE DEFENSIVE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

NO newly-developing nation ever needs the slightest excuse for putting on tariffs or import quotas to protect its "infant industries" from competition; but any established industrial nation is always highly embarrassed about protecting old, declining ones. When the competition against which a declining home industry is appealing for protection comes from Commonwealth countries that one hopes will go on buying British exports, and in particular from one tiny enclave of free enterprise on the edge of a vast Communist hinterland, the political and economic difficulties of granting such protection become intense. One can sympathise with the Prime Minister over the awkward time he had at Harrogate last month in explaining to the men of Lancashire cotton that the Government hoped any limitation on imports from India, Pakistan, and Hong Kong could still be achieved by agreement, and not by decree.

One can sympathise, too, with Lancashire (though for the Londoner, say, it is unwise to do so too openly on their home ground: this is still one of the proudest and most touchy of British industries, always ready to detect insult in the most innocent outside comment). The imports of "grey" cotton cloth, of finished fabrics and made-up garments from Commonwealth countries that manufacturers of British cotton goods are anxious to curb have grown apace in the last five years, and now represent about a fifth of our home trade: Hong Kong alone is supplying nearly a fifth of the shirts Britain buys.

This influx of Eastern merchandise into the British market is, after all, the crowning humiliation of a bitterly long history of decline for Lancashire cotton. In its heyday before the First World War, when its exports accounted for two-thirds of the world's cotton trade, Lancashire was the main supplier of those colonial markets. It has seen new cotton industries developed in the East, first in Japan, more recently in India, and most lately in Hong Kong with men and money fleeing from China. Those industries on the spot first, supplanted their countries' imports of British cotton textiles, then reached out to capture large slices of our trade in other export markets, and in the last few years have arrived as powerful competitors on Lancashire's own doorstep.

These are efficient industries with relatively modern equipment; their labour is inevitably cheap by our standards, and abundant enough for the industries to work multiple shifts; and as Commonwealth countries India, Pakistan and Hong Kong send their cotton textiles into Britain duty-free. There has long been a substantial trade in "grey cloth" from these countries for further processing and conversion in Britain, and export for example to Africa: the new feature is the growing volume of these imports retained for final sale in Britain.

Inevitably, this is hastening the contraction of what has been for most of the working life-time of most of the men in it to-day a contracting industry. In the last five years, as the growing imports from the Commonwealth have delayed and flattened out the industry's recovery from its 1952 depression, hundreds of mills have closed, and the labour force, built up with great effort after the war, has fallen by a third. Lancashire towns such as Bolton, Oldham, and Nelson are high on the list of the "unemployment places" to which the Government is now encouraging new industries to migrate. Once again, as in the '30's, companies are being formed for the express purpose of taking over and closing redundant mills.

But not everybody in Lancashire accepts this as simply a question of inevitable redundancy in an industry where decline cannot be arrested. A surprising amount of capital has been invested in Lancashire cotton since the war: dotted everywhere across this industry one can find the lively firms who are standing up to adverse conditions and managing to prosper. One of the industry's iconoclasts, Mr. T. W. Winterbottom, of Fine Spinners and Doublers Ltd., told a somewhat sceptical audience at Harrogate recently that the industry's problem was obsolescence, not redundancy. What it needed in the spinning section, he declared, was 10,000,000 ring spindles, or 6,000,000 spindles on double shift, for future requirements; it had about that number in total, but only about 3,000,000 of them were modern spindles installed since the war. In order to meet efficient competition from abroad, it really needed another 3,000,000 new ring spindles over the next five years, and a move over to double-shift working.

Such a prescription would certainly not be accepted universally in Lancashire; some would think of it as throwing good money after bad. But there is food for thought in the fact that Lancashire's declining exports have been hit not merely by the cheap labour in Eastern industries but also by strong competition from textile industries on the Continent and even in the United States—where Lancashire itself is regarded as using cheap labour. It may well be that in further concentration and modernisation—combined with the readiness already apparent to consider itself an industry making textiles, not primarily an industry making cotton into textiles—lies Lancashire's best line of defence. In the meantime, it is unlikely to be denied some protection, voluntary or imposed, from the flood of Commonwealth imports. But at home, its harassments are sure to go on: it is about to appear before the Restrictive Practices Court to explain in public why its defensive agreements to set minimum prices should not be declared void as against the public interest.

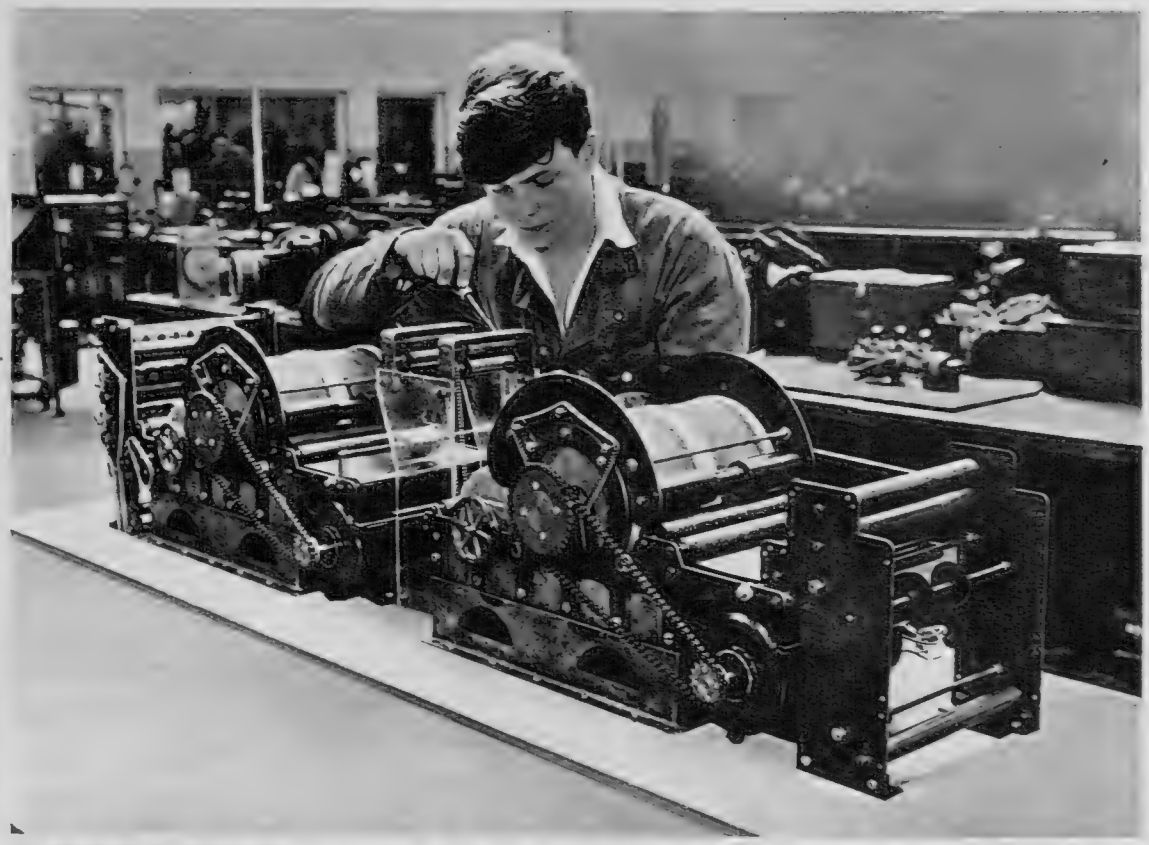
Across the Pennines in Yorkshire, Britain's oldest textile industry has not entirely escaped the vicissitudes of its younger neighbour (cotton is not much more than 200 years old, while wool textiles go back to medieval times). But wool textiles have never suffered quite such drastic decline—or undergone so many public inquests—as cotton. Output of woollen yarn in the last few years has been as high as before the war, and output of wool tops, the longer fibres used in worsted, has touched the record levels of before the First World War; but there has been a decline of about a quarter in the production of woven cloth during this century.

Yorkshire has suffered along with Lancashire, but to a smaller extent, from the development of weaving industries overseas; but it has been more successful in shifting the emphasis of its production on to high-quality and specialised lines that still command a strong export market. At home, higher incomes have reduced demand for the cheapest cloths, allowing some concentration of production on to the middle grades.

The wool industry has had to come to terms, more or less successfully, with the man-made fibres. In some fields, such as the production of men's socks, the competition has been powerful and has cut away a good deal of the market; there are various blends of wool and nylon or wool and "Terylene" on the market, but the fastest-growing share of the market has been secured by the crimped nylon "stretch" materials. In suiting materials, the Yorkshire worsted manufacturers have tried out almost every possible balance of wool with synthetic fibres: it is early yet to say how the balance will work out, since the cloth trade—and, it argues, the consumer—tends to choose lower proportions of the synthetic fibres than the producers of man-made materials would like, and as yet prices of synthetics do not make the blends particularly attractive. If the new Australian process of permanently creasing and pleating wool, upon which great hopes are placed, should work out, one of the main features of blends using synthetic fibres could be achieved without them.

One economic attraction of the synthetic materials, perhaps, is their relative stability and predictability in price. Raw wool—and, for that matter, raw cotton—are subject to sharp fluctuations in price, largely as a result of swings in the American market: both Lancashire and Yorkshire depend heavily upon the commercial ability of their merchants, and are always liable to fortuitous losses upon their stocks of fibres when prices drop. In wool, in particular, the large proportion of cost that represents the raw material itself has tended to make investment in new machinery unremunerative and more risky.

It is a good deal too easy, in days when the publicity that industry gets tends to be monopolised by such glamorous technologies as atomic power stations and computers, to underestimate the real, and continuing weight of Britain's traditional textile industries in our industrial pattern. Their output, together, is still running at about £1,000,000,000, some 5 per cent. of the value of the gross output in manufacturing industry; they account for about the same proportion of our total exports by value (though also requiring about 10 per cent. of our imports); and they employ, counting in the clothing manufactured from their fabrics, nearly a million and a quarter people. As the years go by, they may sink in importance relative to the "growth industries"—if for no other reason, because as people grow better off they spend more of their extra income on other things than clothing. But that does not mean that people can do without clothing—or that Britain can do without textile industries, and primarily those making textiles from the natural fibres that no man-made fibre has yet been able quite to match.



AN ENGINEER OF THE FUTURE: A sixteen-year-old apprentice, D. E. Connaughton, works on a model of a synchronous drive for carding engines which was constructed at the Metropolitan-Vickers Apprentice Training School. The working model was one of several which Metropolitan-Vickers Electrical Co., Ltd., had on display at the International Textile Machinery and Accessories Exhibition at Belle Vue, Manchester. Their exhibits consisted mainly of squirrel-cage motors and control gear for textile machinery. Another working exhibit was an electronically-controlled Ward Leonard drive for fully-fashioned hosiery machines and for certain other applications requiring automatic control. The control gear items included contactor starters for carding engine duty, push buttons, selector switches and indicating lamps. Over 325 firms from 14 countries displayed products. Poland, Austria and Spain participated for the first time since the war. The exhibition was opened by Sir Ernest Goodale, President of the Textile Institute, who urged all sections of the industry to unite to "wrest some of the consumers' spare cash now going into other things."

NEW PREMISES FOR SHIPBUILDING RESEARCH

The new £2,000,000 ship hydrodynamics laboratory is being built at Feltham, Middlesex, by the Department of Scientific and Industrial Research. Due to be completed at the end of 1959, it will form part of the ship division of the National Physical Laboratory, which has two towing tanks and a small water tunnel at Teddington, about four miles away from where the new building is now rapidly taking shape. One of the most spectacular parts of the laboratory will be a 1,300-ft.-long tank (*on left*) which will be used for ship research by models. The tank is the longest and widest (48 ft.) of its kind in the world. It has a depth of 25 ft. and is nearly twice as long as the bigger of the two existing ship tanks at Teddington. The original design called for a length of 1,700 ft., but in order to keep the overall cost within the limit of cost of the laboratory the length was cut, although there will be space for a future extension. At one end of the tank will be a wavemaker so that experiments can be made with models, 16 ft. to 20 ft. in length, head-on or stern-on to the seas. The wavemaker will be capable of generating waves up to 40 ft. in length and 2 ft. in height. The new water tunnel extends to a depth of 180 ft. below ground. It is for tests on propellers up to 2 ft. in diameter working at speeds up to 30 knots. The view immediately below is of the exterior of the new building at Feltham.

On right—

This ingenious "hilift" platform, made by Whitlock Bros. Limited, Agricultural and Industrial Engineers, of Great Yeldham, Essex, is fitted with four pins to a standard Whitlock power shovel, the elevation being controlled by hydraulic rams, incorporating built-in safety restrictors. The entire unit is exceptionally mobile and steady at all platform heights. It is designed for maintenance work to overhead electric lights, cables and telephone lines, and for repairs to roofs and gutters. It is also suitable for erecting scaffolding and loading materials on to high scaffolds. This service platform has a lift capacity of 600 lb. to a maximum height of 20 ft., (equivalent to two men and their equipment).

A "HILIFT" PLATFORM

A STRETCH OF HIGHWAY NOW OPERATIONAL

The view is of the new Walsh Hall Lane over-pass bridge spanning part of the five-mile Meriden by-pass, which forms a section of the London to Birmingham motorway, the greatest road construction ever undertaken in Britain. The kerbs of the by-pass are of precast concrete laid flush with channels except at bridge sites, where vertical kerbs have been provided. Drainage is of the "French drain" type with porous pipe in a trench backfilled with gravel. The by-pass incorporates three over-pass bridges and one under-pass bridge. The abutments and piers of the over-pass bridges are of concrete with brick-faced wing walls, while the facings of abutments and wing walls of the under-pass are wholly of brickwork. Work was completed in fifteen months, the quantity of material excavated was 500,000 cubic yards, the bulk of which was returned as filling to embankments.

A NEW TRACTOR SHOWS ITS CAPABILITIES

The first British-built Caterpillar D8 earth-moving tractor of 225 h.p. is put through its paces at a demonstration at Swanscombe, Kent. The D8, the latest model of the Caterpillar range of heavy earth-movers, is being built at the new 600,000-sq.-ft. factory of the Caterpillar Tractor Company Limited, at Glasgow. There are already many hundreds of Caterpillar earth-moving tractors at work in Britain, but until recently these machines (some of which cost more than £12,000) have all been imported from America. The production of the D8 in Britain will help the country's balance of trade by not only saving currency for imports, but also by giving Britain another valuable export. The demonstration was by Fred Myers Ltd., Caterpillar dealers for London and the Southern Counties.

NEW BUILDINGS CONSTRUCTED FOR DUNLOP'S

The new factory at Bulawayo, in Southern Rhodesia (left) was finished externally and handed over for plant installations in September of this year. Claimed to be the most modern in the Federation, the building was constructed by John Howard and Co. (Africa) Ltd., a wholly owned subsidiary of John Howard and Co. Ltd. The cost was £300,000. The factory is 800 ft. long and 150 ft. wide and was designed by the Dunlop Architects Division at Fort Dunlop, in Birmingham.

Started on January 13 of this year, the main volume of work was executed within seven months. The firm also built the Lusaka Post Office in the Federation, which was opened on the same day by the Minister of Law and acting Minister of Posts. *Below* is another new building for Dunlop. It is a service station recently opened at London Airport and is the largest tyre depot at any airport in the country. Altogether it can hold up to 2,000 aircraft tyres. Many other items of equipment made by Dunlop are also stocked there and supplied to the industry. These include brakes, wheels, de-icing equipment, windscreen wipers, flexible hose, and actuating valves for hydraulic and pneumatic systems.

CONSTRUCTION IN WESTERN GERMANY— A MAMMOTH DRY-DOCK AND A ROAD BRIDGE

A floating dry-dock, said to be the largest in the world, is towed up the Weser River to Hamburg, after being launched at Blexen, in Western Germany. It is 741 ft. long and was built by the Gutehoffnungshuette A.G. at Blexen for the Deutsche Werft shipyard. Taking nine months to complete, the dry-dock can handle ships of a gross tonnage of up to 65,000 tons. Virtually automatic, it has an operating staff of only fifteen men and has its own power station and oil heating plant to supply docked vessels with electric power and steam. *Below*—Spanning the River Spree, in West Berlin, is a section of a road bridge, claimed to be the longest in Germany. It will be 2,873 ft. long when it is completed, and will be opened to traffic, it is hoped, in 1961. There will be eleven pillars supporting the bridge.

A PORTABLE AIR COMPRESSOR UNIT

Mounted on a Land-Rover is a B.E.N. Patents Ltd. air compressor unit, driven by a belt from a rear power-take-off. It comprises a twin-cylinder, reciprocating, air-cooled compressor of 4-in. bore and 4-in. stroke. It takes up only a small part of the floor space. The unit displaces 38 cub. ft. of air per minute at a working pressure of 100 lb. per sq. in. and is supplied with driving belts, governor and a tubular air receiver. Ample air is available for such duties as spraying paint, insecticides and creosote, or for hedge cutting, rust scaling, drilling and operating pneumatic shears. It has been introduced by B.E.N. Patents Ltd., a division of Broom and Wade Ltd., High Wycombe, Bucks, in conjunction with The Rover Co. Ltd.

THE VICE-PRESIDENT OF THE UNITED ARAB REPUBLIC ON AN IMPORTANT MISSION TO MOSCOW : *Left*—Marshal Abdel Hakim Amer (right), Vice-President and Defence Minister of the U.A.R., inspects a guard of honour on his arrival in the Russian capital. With him is the Soviet Defence Minister, Marshal Malinovsky. *Right*—Mr. Khrushchev welcomes his guest to the Kremlin. On right is N. A. Mukhitdinov, a member of the Soviet Presidium, and behind Mr. Khrushchev is Mr. Gromyko. While Marshal Amer was in Moscow the Soviet Union offered Egypt a loan for the Aswan Dam.

RUSSIA THRUSTS INTO AFRICA

Communist Aid for Egypt's Aswan Dam Project; Afro-Asian Writers' Conference

When last week it was reported from Moscow that during Marshal Amer's visit, the Soviet Government had offered a 400,000,000 rouble credit for the building of the Aswan High Dam, many people recalled the days before the Suez crisis. In the first half of 1956, it was generally believed that America and Britain were prepared to back financially this project which can be of great benefit to the dwellers on the banks of the Nile. Then in July 1956 Mr. Dulles withdrew the American offer and almost immediately Whitehall followed suit. No precise information has been available for the reasons for this move, but it is generally believed that it may have been conditioned by the increasing arms supplies from Russia to Egypt. The nationalisation of the Suez Canal and the Anglo-French intervention is now part of history.

It is perhaps worth noting that the Russian credit is for the equivalent of only £33,000,000. The Anglo-American offer was in total worth £95,000,000. Some last week-end believed that Nasser, who has now transformed Egypt into the leading member of the U.A.R., was still angling for financial aid from the West in his ambitious scheme. Whether, if sought, such aid would be forthcoming was doubtful. The World Bank was reported to be unlikely to make a loan, and in London and Washington it was pointed out that one of the major considerations in the construction of the dam must be the attitude of the Sudanese, who have their own territorial interest in the Nile waters. As far as was known, there had been no agreement between Cairo and Khartoum, nor was there any sign of a lessening of tension between the two capitals. The general opinion was that, taken with other recent Russian moves such as the so-called Afro-Asian Writers' Conference in Tashkent, Cairo has been brought further into the Soviet Communist orbit.

NEGOTIATING A £33,000,000 LOAN FROM RUSSIA TO EGYPT : Mr. Khrushchev and Marshal Amer talk with the help of interpreters. It was at a banquet in Moscow in honour of the Marshal that Mr. Khrushchev was reported to have announced that Russia would give a credit of 400,000,000 roubles (about £33,000,000) to finance the first stage of the building of the Aswan High Dam. British and American withdrawal of financial aid for the project in 1956 led to the nationalisation of the Suez Canal.

MILITARY DISCUSSIONS BETWEEN THE UNITED ARAB REPUBLIC AND THE SOVIET UNION : In the Ministry of Defence in Moscow are, from the left in front : Marshals of the U.S.S.R. Sokolovsky and Malinovsky ; Marshal Amer and General Hafez Ismail of the U.A.R. Although the loan for the Aswan Dam overshadowed other aspects of Marshal Amer's visit, the military relations of Russia and the U.A.R. were also the subject of talks. For well over two years Russia has been supplying Egypt with arms.

MR. KHRUSHCHEV AMONG LITERARY MEN FROM TWO CONTINENTS : The Soviet Prime Minister and delegates to the "Afro-Asian Writers' Conference" are in happy mood before a banquet in Moscow. The literary men had come to the Kremlin from Tashkent, in Southern Siberia, where the Conference had been held. According to Moscow, the meetings were attended by delegates from forty countries in the two continents. It was not stated how many of these representatives could be regarded as "official."

The World of Books

EXPLORERS AND TRAVELLERS

The Commonwealth Antarctic Expedition; Records of Journeys in Many Parts of the World; A Child's Diary in Brazil; New Novels and Thrillers

THE book that carries the most distinguished dedication of any book this year is THE CROSSING OF ANTARCTICA (Cassell. 30s.), for Sir Vivian Fuchs and Sir Edmund Hillary have inscribed it simply to Her Majesty the Queen, "Patron of the Expedition." This splendid record of a magnificent enterprise is a book to cherish, as all who have this country's pride at heart will recognise. It is the story of the first complete crossing of the Antarctic continent, by an expedition led by Sir Vivian Fuchs and joined at the South Pole by Sir Edmund Hillary, with a New Zealand team. Hillary was the first man since Scott to reach that pole by land; Fuchs the first man to make the entire land crossing. This is the record of their achievement, and for all its length and necessarily technical detail it makes the most exciting, as well as the most inspiring, reading. The many photographs, of which the greater number are full-page ones in colour, have to be seen to be believed. In this connection Sir Vivian's prefatory note is particularly apt. Realising that readers may feel that the colour illustrations are a somewhat romantic interpretation of the Antarctic scene, he writes: "I would like to emphasise that . . . these pictures taken by George Lowe and Jon Stephenson give an excellent idea of the colours as they really are."

A different form of ordeal by snow and ice is the subject of Mr. Joseph Wechsberg's book, which is a piece of admirably thorough reporting on a disaster which overtook an Alpine village in Austria four years ago. AVALANCHE (Weidenfeld and Nicolson. 16s.) can be regarded as more thrilling than any novel, if it is permissible to think of any human catastrophe in those terms. The village of Blons is an idyllic one in its height and its setting of mountains, but for the 500 years of its existence it has been ravaged by avalanches. Its people have always known of the danger but, without the resources of scientific research, could do little but pray, suffer the terror of deadly sweeping snow and patiently bury their dead and rebuild their houses—exactly where they had stood before. Now their Government is making more sensible dispositions and there is better hope for the future. Mr. Wechsberg's book, in the meantime, records the tragedy in minute-to-minute, family-by-family detail.

From further afield, and more happily, comes Mr. Alec Waugh's book, THE SUGAR ISLANDS (Cassell. 21s.), which is a collection of essays and articles from the pen of this much-travelled author, written between 1928 and 1953, the date on which he first visited the Caribbean and the date when—just possibly—he set his other work aside in order to write that successful novel, *Island in the Sun*. The present book is naturally more disjointed, given the spread of time in its composition and the variety of its material. Mr. Waugh writes at some length about Martinique, of Creoles and buccaneers; of beachcombers and Columbus, British islands, French islands and United States islands. His style is as uncomplicated and informative as ever.

GOYA AND GUITARS (Elek. 21s.) is again a book which is the fruit of many years' travelling, for M. André Villeboeuf is a French artist who knows and loves Spain and has been visiting that country for thirty years. The parallel is close, for both he and Mr. Waugh are men who return to their native land at constant intervals and without too much regret, but who also have an abiding affection for another, more exotic place. M. Villeboeuf's book is charmingly illustrated by a few of his own sketches.

M. Jean and Madame Simonne Lacouture are French journalists with an extensive knowledge of the Middle East, and they have brought first-hand knowledge to their massive volume on EGYPT IN TRANSITION (Methuen. 35s.). The first part of this long work is devoted to a consideration of Egypt's history since the beginning of the nineteenth century, but the principal section is an examination of events since 1951, and the present situation with its adherence to the United Arab State. Serious, provocative and painstaking.

INVITATION TO THE VOYAGE (Constable. 16s.) is a travel book by Mr. Leslie Katz, who inexplicably (and unnecessarily) refers to his peripatetic narrator as one Abel Cone, and takes him on a twentieth-century version of the Grand Tour from New York to England, France, Italy and back again. In the course of his travelling, Mr. Cone sees and comments on much architecture, many paintings and a few people. He is as brisk as a bee but knows rather less about sweetness than that insect.

Miss Noel Streatfeild's biography, MAGIC AND THE MAGICIAN (Benn. 15s.), is for those who have been lucky enough to have had the enchantment of E. Nesbit's books about them in their childhood. If you can remember *The Phoenix and the Carpet* or those wonderful *Would-Be-Goods* with real affection, then this rather loosely written, chatty and often extremely perceptive story of E. Nesbit, and her work will appeal and send you back to some happy re-reading.

More than sixty years ago a little girl, living in a remote Brazilian town, kept a diary. She was half-English, a bright, affectionate child with an enquiring mind—and she could write. When her diary was published there it was more or less for private circulation, it was never advertised, and owed its success to the word-of-mouth recommendations of readers. Now it has been translated from the Portuguese by Miss Elizabeth Bishop as THE DIARY OF "HELENA MORLEY" (Gollancz. 18s.) and a thing of delight it is. George Bernanos, when he discovered the book, wrote to its author: "You have written one of those books that owe nothing to experience or talent, but everything . . . to genius drawn from its very source, to the genius of adolescence." It is difficult not to agree with him.

ON THE ISLAND OF MALTA: Under the hot sunshine two men repair their boat, resting on chocks on a pavement. This picture forms one of the illustrations to *Malta* (Batsford. 40s.), written by Sacheverell Sitwell, with many full-page illustrations by the photographer, Tony Armstrong Jones. The unique flavour of this island, with its long history and distinctive baroque architecture, is captured in word and picture.

THE THUNDERING SCOT (Macmillan. 25s.) is the apt title of Professor Geddes MacGregor's study of John Knox, that great denouncer of unrighteousness and stern critic of frivolity, and who once wrote of the "styncken pride of women." Professor MacGregor brings this austere figure to a warmer life than one would have expected, and has written an appropriately dignified biography of a cleric who could keep his dignity in h most explosive moments.

Mr. Alfred Duggan has written another kind biography, in fluent narrative style and reasonably quick moving, of Mithridates Eupator, who was King of Pontu on the shores of what we now call the Black Sea, a hundre years before the birth of Christ. Mithridates was a tyran when young, a warrior and leader when old. Rome wa his enemy and he fought all his life against Roma aggression. When Pompey drove him out of his ow country he founded a new realm. In many respects h was not an admirable character, but Mr. Duggan ha done his best with him and certainly HE DIED OLD (Faber. 18s.) is both readable and authoritative.

This week's novels are lively and entertaining rathe than important, but, nevertheless, good material from which to select a reading list. Miss Barbara Goolden's story of a possessive mother with a rebellious son and daughter and another, outwardly conciliatory son, is a sound, well-constructed domestic drama with real vitality and a pleasant, credible set of characters in an English small country-home setting. The one exception in the cast of THE SHIPS OF YOUTH (Heinemann. 15s.) is a German girl with golden plaits and the sagacity of Herr Methuselah. But I enjoyed the rest of the tale.

LIGHT ABOVE THE LAKE (Methuen. 15s.) is Mr. L. A. G. Strong's novel about a sad, pleasant and introspective doctor who lives beside a lough in Ireland and, in the friendly reminiscence of friends after a much-lamented funeral, finds his way towards a revelation of the purpose of his life. The contrast here between the earthy racy talk of the fellows in the "snug" and the emotiona experience of the doctor is very well handled, and his spiritual struggle is convincing.

To use the slang of the country of her adoption, how readable can Miss Vicki Baum get? Her new book is BALLERINA (Michael Joseph. 15s.), which is a far from original title for a less than epoch-making story, but the reader will have a hard time tearing himself away from this drama of ballet life in Manhattan. This reader did, but seldom was concentration more entertaining.

HURRICANE HARBOUR (Hodder and Stoughton. 15s.) is Mr. Gilbert Hackforth-Jones' preview of a hero, as he has suggested; an episode in the early career of Horatio Nelson when he was at English Harbour, Antigua This is a loving reconstruction of time, place and the hero as a young man, and it comes off splendidly.

RETURN TO CHELTENHAM (Collins. 15s.) is less rousing stuff, being Miss Helen Ashton's romantic story of a girl who elopes from the town of her childhood and goes to County Galway with the good-looking Irishman of her choice. When his death and her penury force her to return to the walks and promenades she resumes her placid existence happily enough, but many readers will have preferred the wild, erratic life whose uncertainty Miss Ashton conveys so well.

The three thrillers of the week are all worth your notice. A TALE OF TWO ISLANDS (Cassell. 15s.) by Mr. Alexander Hazelton, is about Ischia and Naples towards the end of the war, and the sinister activities of a black market organisation to whom murder is all part of the night's work. Interesting, fresh background and tautly written. GALLOW'S FOOT (Crime Club. 10s. 6d.) is Mr. Val Gielgud's London-set murder story, and highly ingenious it is, as one would expect. Good, naturalistic dialogue and a honey of a twist at the very, very end. In MURDER PLAN SIX (Gollancz. 12s. 6d.) the author, Mr. John Bingham, has had the original, but not altogether felicitous, idea of involving his publisher in the plot. It will be diverting to see whether this gimmick will appear as a new fashion in fiction. For the rest, the plot has its points bu lacks the tension one had hoped for.

Vernon Fane

BOOKS OF CARTOONS AND HUMOUR: *Left*—This cartoon from *Clementine and Her Men*, by Jean Bellus, published by Arthur Barker at 12s. 6d., has written over it, "You may have a new axle, but it makes an awful lot of noise." *Centre*—A Ronald Searle drawing of a Literary Man forms one of the illustrations to *The Big City*, by Ronald Searle and Alex Atkinson, published by Perpetua at 21s. *Right*—A cartoon from *Starke Parade*, a collection of cartoons by Leslie Starke, published by Max Reinhardt at 20s. *Clementine and Her Men* is a successor to the earlier, successful *Clementine Chérie*. It depicts a number of fresh situations in which the naïve, but pretty, French girl and her parents are embroiled. The author of *The Big City*, Alex Atkinson, has taken as his prototype, Henry Mayhew, whose monumental work on the social conditions of the poor in Victorian London provides the basis for satire on the modern poor in London. These include a Nobleman in Reduced Circumstances and a Literary Man, delving for his substance in Grub Street. Leslie Starke's cartoons have appeared in many magazines, both here and in America. His bold drawings and ludicrous situations are collected into a new, large volume.

ON AUSTRIAN SNOWS

A year ago James Riddell published *Ski Runs of Switzerland*. Now comes a companion volume, SKI RUNS OF AUSTRIA (Michael Joseph. 35s.). In his new book the author has been assisted by Jeanette Oddie, who as Jeannette Kessler was winner of the 1934 Arlberg-Kandahar ski race at St. Anton.

For those who had the misfortune to miss *Ski Runs of Switzerland*—and it is difficult to believe that any skier could have overlooked it—it should be explained that Mr. Riddell provides a much-needed requirement. He takes his country province by province. In each section he describes the various ski centres : their size, development and how to reach them; the runs, the standard of

WINTER SPORTS SCENE IN AUSTRIA: The picture is a reproduction of the jacket of the new book by a British International skier which is reviewed in this column.

skill required on them and their surroundings—Mr. Riddell has a keen eye for a view as well as sports conditions; availability of lifts and other facilities; and hotels and the number of beds in them. In fact, the ski enthusiast is informed of everything he wants to know. Excellent pictures and detailed sketch maps add to the value of the text. At the end there is a glossary of ski terms and their meanings.

Since the Austrians are a nation of skiers, the country abounds in ski centres. Mr. Riddell has selected some sixty places and with every downhill run described he has had what he calls " personal contact." To collect his material he travelled some 3,000 miles by car in four months within the frontiers of Austria. In particular he sought out lesser-known places which are in every way as attractive as the " Big Names " and often cheaper. Above all he imparts to the reader his appreciation of the Austrian character and his delight in many other aspects of the country besides ski-ing. *Ski Runs of Austria* should be an essential part of winter sports equipment. C. D.

" BEWARE THE IDES OF MARCH " : The soothsayer (Barrie Ingham) warns Julius Cæsar (Jack May), in the centre, in the London Old Vic's production of Shakespeare's play. Under the parasol, left background, are Calpurnia (Anne Iddon) and Portia (Pauline Letts). Leaning against the base of the pillar is Cassius (Michael Hordern), and directly behind Cæsar is Brutus (John Phillips). Mark Antony (Ronald Lewis) is extreme right background, and Casca (Derek Francis) stands in the foreground (right). Shakespeare's portrait of power politics in Rome is given a swift production by Douglas Seale. The decor and costumes are by Berkeley Sutcliffe.

TOPICAL DRAMA

" HOT SUMMER NIGHT ": In the play, opening at the New Theatre in London, on November 26, major characters are played by, from left, Harold Scott, Andrée Melly and Lloyd Reckord.

ABOUT THE COLOUR PROBLEM: Nell Palmer, played by Joan Miller, comforts her daughter Kathie (Andrée Melly) in a scene from the play *Hot Summer Night*, by Ted Willis. The plot concerns a trade union secretary, played by John Slater, who supports the admission and promotion of coloured workers in the factory. One day he returns home to find that his daughter, Kathie, wishes to marry a coloured man. The characters' instinctive reactions provide an interesting study in this topical problem. The producer of *Hot Summer Night* is Peter Cotes.

WAR AT SEA

The Sinking of the " Bismarck "

The *Bismarck* brought the German Navy its proudest victory and its most agonising defeat, and both came within the space of a few days after the battleship had broken out into the North Atlantic to carry on the task of commerce raiding. In human terms Will Berthold, a German journalist with a flair for re-creating atmosphere, re-tells this story, outlining first exactly what the reactions were in the *Bismarck* when, with one salvo, her shells pierced the steel-plating and exploded in the insufficiently-protected magazines of H.M.S. *Hood*. It was all over in a flash, 42,500 tons of steel flying into the air and only three out of the crew of 1,419 surviving. How the *Bismarck* inexplicably failed to follow up her victory by pounding the heavily-damaged *Prince of Wales* to destruction is one of the mysteries of naval warfare; and then came the day of revenge when *Bismarck* was hammered to defeat on the edge of the Bay of Biscay. THE SINKING OF THE BISMARCK (Longmans. 16s.) is a horrific portrayal of modern battle at sea, and supremely well done without too many heroics and the usual German attempts at self-justification which have marred so many war stories written in the post-war years.

From the last kick of the German Navy in World War II we come back to that well-loved and well-worn theme, the last kick of romantic sail. A. A. Hurst, whose delight in the sea and ships is infectious, entitles his latest book THE CALL OF HIGH CANVAS (Cassell. 30s.). Here he gives a balanced picture of the men who manned the great sailing-ships, stripping away both the sham romanticism and the lurid toughness. There are some truly excellent descriptive passages in Mr. Hurst's book, and his tales and anecdotes of the sea give the whole story a robust and cheerful leavening. Mr. Hurst's assessment of the value of sail-training is full of shrewd comment and salty wisdom.

From the star-gazing astrologers of Babylon and China to the astrophysicists of to-day Rudolf Thiel surveys the unfolding panorama of the universe. AND THERE WAS LIGHT (André Deutsch. 25s.) is a magnificent survey of cosmic speculation and reality. The Jesuit astronomer missionaries to China, Kepler, the neurotic, who plotted the orbits of the planets with such astonishing accuracy, but still believed in astrology, and Galileo, whose revolutionary theorising brought him into head-on clashes with the Church, are only a few of the remarkable figures who bestride this world of observation and conjecture.

Robert Dunn's WORLD ALIVE (Robert Hale. 18s.) is the record of a correspondent in five wars who has had more than the usual share of high adventure, and has been in many of the great happenings of our time. Flying in early war-planes and diving in the first of the modern submarines have been among his experiences, all of which he relates with great gusto.

Jean de Reszke made his first public appearance as a baritone in Venice in January 1874, but he was not entirely successful. He retired for a further period of training and study, and it was during that time that his voice gained remarkably in the upper register, so that when he made his first reappearance in Madrid in 1879 it was as a tenor. His great and enduring fame dates from that time. He was really the brightest star of a golden age of opera, one that included singers of the calibre of Patti, Albani, Maurel, Melba, Scotti, Caruso, Destinn, and many others who were unforgettable. In THE AGE OF JEAN DE RESZKE (Christopher Johnson. 30s.) P. G. Hurst focuses on this period of fine flowering in the operatic art. He uses the technique of recounting the London seasons year by year, assessing the relative successes of the singers and the popularity of the operas with a shrewdness born of long experience. Mr. Hurst started his opera-going in 1903, the year before de Reszke retired, and he was the personal friend of many of the *prima donnas* who grace his pages.

The aim of Professor Joseph Machlis is to introduce the public to perceptive listening—a deeper and richer experience in listening to music. This sounds a trifle formidable, so is the size of his book, THE ENJOYMENT OF MUSIC (Dennis Dobson. 50s.). But if the Professor's words are many and his book weighty, his touch is light and unerring. The book has really emerged from the introductory course in music at Queen's College, New York, and those who have developed the course with the Professor have obviously done so untrammelled by tradition or set procedures. The author's own enthusiasm for his subject shines clear on every page, and one can be sure that he will inspire many others. The book is richly illustrated with reproductions of paintings, sculpture, portraits, and more than 180 musical examples.

R. C. E.

BRITAIN'S CARS IN THE LIMELIGHT

Colour and Style are Outstanding Features of the Motor Show—One of the Finest the British Motor Industry Has Ever Staged

By "THE SPHERE" MOTORING CORRESPONDENT

THE Motor Show, which ends at Earls Court to-day (Saturday), produced no last-minute surprises. It needed no such aid to make it one of the finest the British Motor Industry has ever staged. With production and exports being maintained at a surprisingly high level in a year that is almost certain to be a record for output and foreign sales, the Show has been more than a shop window for one of Britain's leading industries.

The exhibition has had an air of celebration about it, though no one, after visiting Earls Court, is likely to have accused the industry of being complacent. The excellence of the new models on show, with their better looks and improved mechanical features, is a measure of the motor industry's determination not only to hold its present place in world markets, but to improve its position.

As Mr. Reay Geddes, President of the Society of Motor Manufacturers and Traders, remarked the other day, this year's Show is more international than ever, with cars from eight foreign countries ranged alongside those of Britain. "It is a cheerful show," he said, "with something to whet every appetite. Colour and style are outstanding features of the Show, and that is as it should be, considering the important part played by women these days in the choice of the family car and the rapid growth in the number of women drivers."

The only member of the Big Six to leave the announcement of its 1959 models to the opening day of the Show was the Standard Motor Company. It has not introduced an entirely new model, but it has greatly improved the appearance of the 2-litre Vanguard and of its younger "brother," the 1·6-litre Ensign, for which the same body pressings are used. The Vignale Vanguard—to give this new car its full name—is the first fruit of the important liaison between this Coventry firm and Michelotti, famous Italian designer, who is styling consultant for Standard and Triumph cars.

Vignale, the Italian coachbuilding firm, modified the Vanguard body to Michelotti's suggestions. With a few deft strokes of his pencil he gave the Vanguard a sleeker, lower look. It was a subtle performance, which has obviated the need for expensive re-tooling until Standards are ready to bring in cars of brand-new design. The windscreen and rear window are deeper. There is a new dividing line for the two-tone paint-work. A better-looking radiator grille incorporates sidelights and winking turn indicators. The Vanguard's looks have been further improved by fitting deep headlamp cowls and more restrained headlamp clusters. There are new ribbed wheel discs of anodised aluminium and a revised interior trim includes a padded roll at the bottom of the facia and new carpeting material.

The Vanguard estate car has been similarly restyled. So has the Ensign, which also gets (with no price increase) a second sun visor, a water thermometer, a centre arm-rest for the front seat and a trip mileage recorder. The new Vanguard costs £30 more, tax included. There is a slight rise of £8 5s. in the price of the Vanguard estate car and the cost of both the Standard Eight and Standard Ten has gone up by £7 10s. All the smaller cars in the Standard range are now fitted with a fuel reserve control and an organ-type accelerator pedal. The Standard Company's Triumph TR3, which earlier this year was given a restyled front end and improved side-screens, continues in its present form.

The new 100 m.p.h. Alvis models have been attracting a good deal of interest at Earls Court. They are based on the 3-litre "Grey Lady" chassis and the coachwork of both saloon and drophead models, styled by Graber, of Switzerland, is similar to that seen on Alvis models at last year's Show. The bodies are now being made in this country by Park Ward Limited, and the original Graber body has been slightly modified to give more head and leg-room in the back seat. The overall height has been increased to 5 ft. in the case of the saloon and 4 ft. 11 ins. for the drophead model.

At the front of the car there are now small horizontal openings flanking the main grille. One feeds air to the vertical silencer of the twin S.U. carburettors. The other serves the heating and de-misting system. The saloon costs £2,993 17s., including tax. Price of the drophead model is £3,293 17s.; Borg-Warner automatic transmission and disc brakes are optional extras. The 6-cylinder, push-rod, overhead-valve engine of 2,993 c.c. with a compression ratio of 8 to 1 develops 104 b.h.p. at 4,000 r.p.m.

Three new baby cars on view at the Show were the Berkeley Foursome, a four-seat version of the Berkeley two-seat sports car; the Stirling, built by S. E. Opperman, Ltd., whose four-seat Unicar saloon (from which the Stirling has been developed) continues in production; and the Frisky Sprint, a sports version of the Frisky runabout, powered by a 3-cylinder two-stroke engine giving a top speed which the makers put at 90 m.p.h. All three have plastic bodies and air-cooled two-stroke engines.

AFTER THE MOROCCO GRAND PRIX : J. M. Hawthorn, who won the 1958 World Motor Racing Drivers' Championship when he came second in a Ferrari in the Morocco Grand Prix at Casablanca, congratulates the winner of the race, Stirling Moss. Hawthorn, whose score for his best six races of the season was 42 points, is the first British driver to win the honour. In the race, Moss, in a Vanwall, not only came first but set up the fastest lap time. He finished only one point behind Hawthorn in the Championship.

The Stirling, described as a "family speed saloon," has a twin-cylinder engine of 424 c.c. mounted at the back with chain drive to the rear wheels. Top speed is stated to be around 70 m.p.h. and fuel consumption between 55 and 60 miles to the gallon. Price of the Stirling is £360, plus £181 17s. tax, making a total of £541 17s. This good-looking, two-door saloon has room for two adults and two children. There is independent springing on all four wheels, a four-speed gear-box and winding side windows.

The Excelsior engine of the Berkeley Foursome has a capacity of 492 c.c. and drives the front wheels through a four-speed gear-box. It is reputed to have a top speed of 75 m.p.h. and a petrol mileage of about 50 to the gallon at 50 m.p.h. The makers—Berkeley Cars Limited, of Biggleswade—guarantee the car for twelve months or 10,000 miles. There is independent springing all round. The Foursome is available as a tourer (£699 12s., including tax) or in hardtop form (£727 19s.). The compact, sleek little Frisky Sprint is intended mainly for competition work and costs £676, including tax.

The caravan section of the Show is notable for the number of lightweight models on view. In developing their "junior" models the caravan manufacturers have had their eye on the export market, for there is a growing demand on the Continent for small caravans. There are at least five new lightweight models on display at Earls Court: the Alperson Sprite Ariel (£239); Cresta Kozy (£275); Eccles Nipper (£215); Willerby Kyte (£275); and the Fairview Fairy (£285).

All these light caravans, I am assured, can be towed by baby cars like the A.35, Morris Minor and Standard Eight. Some of these mobile homes sleep four people in reasonable comfort. They have miniature kitchens with sinks and hot-plates. Design features of many of the larger residential and holiday caravans show important developments, and this is not surprising when one realises that nearly 3,000,000 are believed to spend their annual holidays in caravans.

Half-way between the car and the caravan, and gallantly trying to combine the virtues of both, comes the kind of van conversion for which Martin Walter Limited, of Folkestone, have become famous. To their "Dormobile" range they have added a four-berth caravan conversion of the Vauxhall-built Bedford van at an attractive tax-free price of £775. When this 1½-litre, Victor-engined van is used for straightforward motoring there is room for six people in comfort. At night the seats can be quickly converted into one full-length double bed or two singles. There are also two easily accessible folding beds 5 ft. above floor-level and with ample head-room. This is made possible by an extensible plastic roof which can be pushed up and held in place by two telescopic struts.

Since I wrote in THE SPHERE about the new 3·8-litre Jaguar Mark IX and the 4-litre Armstrong Siddeley Star Sapphire, I have had a chance to drive both these powerful, luxurious six-seater saloons. They offer safer, more effortless motoring; for those disc brakes (Dunlops on all four wheels of the Jaguar, Girlings on the Sapphire's front wheels) really do give a remarkable rate of smooth deceleration. Sir William Lyons, the Jaguar chairman, tells me he has not increased the size of the engine to give a higher top speed (which is now about 115 m.p.h.) so much as to give a better rate of acceleration in the lower speed range. Jaguar cars are particularly popular in the U.S., where motorists habitually indulge in Grand Prix get-aways at traffic lights.

Sir William confessed that the Mark VIII Jaguar was, relatively, not as good as it used to be in this aspect of motoring in the land of the dollar, but claimed: "I think that in this Mark IX Jaguar we have a light-winner."

I like, too, the way in which the Armstrong Siddeley people are saying that their Star Sapphire has been "tailored for Britain's motor roads." This reference to the ease with which the Star Sapphire cruises at high speeds is coupled with the equally valid claim that the car's power steering and automatic gear-box — fitted as standard — make it delightful to handle in city traffic.

An Armstrong Siddeley executive told me: "This car may look like the old Sapphire, but it has had much more than a face-lift. It has been completely re-engineered, with new suspension and a lower roof line that has been achieved without sacrifice of either ground clearance or head-room."

ONE OF THE WORLD'S LOWEST-PRICED SPORTS CARS : The new Berkeley four-seater is powered by a 492 c.c. engine and is available at a cost of £699 12s., including tax. The model, known as the "Foursome," is notable for its exceptionally low-slung lines.

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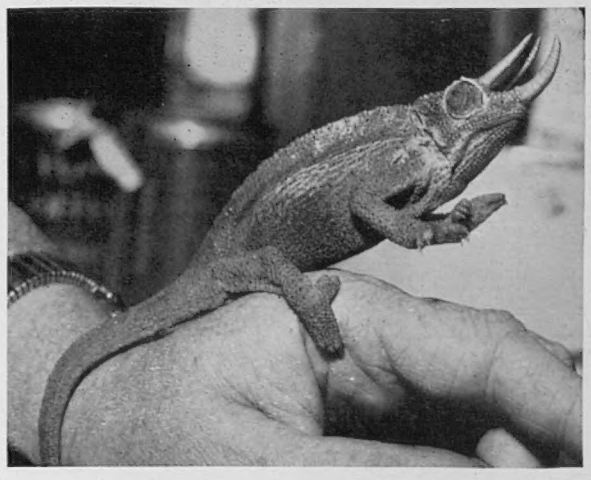
RARE BIRDS AND BEASTS IN CAPTIVITY

New Arrivals at London Zoo and a Strange Aquatic Mammal



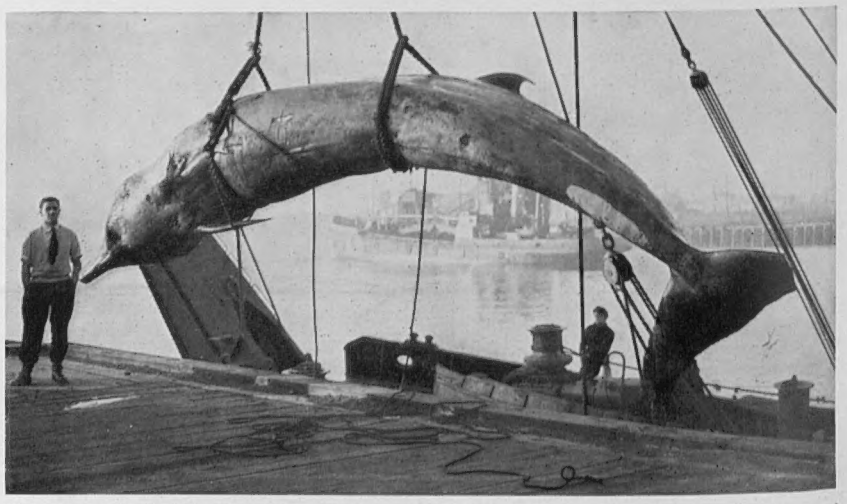
AT LONDON ZOO : In its new home in the Ostrich House is a rare Mantell's Kiwi. It was presented to London Zoo by the New Zealand Department of Interior Affairs. The bird came from Auckland.

On left—

THREE-HORNED CHAMELEON : One of the latest arrivals at London Zoo is a Jackson's Three-Horned Chameleon from Nyasaland. It is said to employ its horns to fight other males of the species. The picture shows how it uses its tail to cling to a tree.

On right—

A "MERMAID" : A dugong, the rare sea mammal which gave rise to the legend of the mermaid among sailors, swims in captivity at the Eden Roc Hotel in Malindi, Kenya. Two dugongs were caught alive off the African coast near Malindi. After they were filmed by underwater cameras, they were to be returned to the sea in accordance with a promise made to the coast fisheries warden. Dugongs have been captured before but rarely survive. Of the order Sirenia, known as sea-cows, dugongs are found in the Red Sea and round the East Indies and Australasia. These mammals are about 8 to 12 ft. long.



THE BIGGEST WHALE EVER SEEN ON THE TEES IN YORKSHIRE : A 21-ft.-long bottle-nosed whale is hung from a crane at Dock Point. The whale was killed when struck by a ship in the river and was later towed out to sea by a salvage craft.

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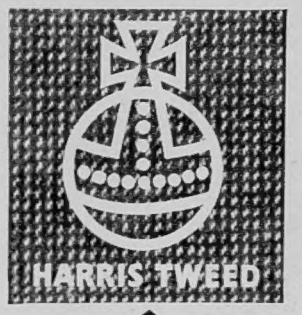

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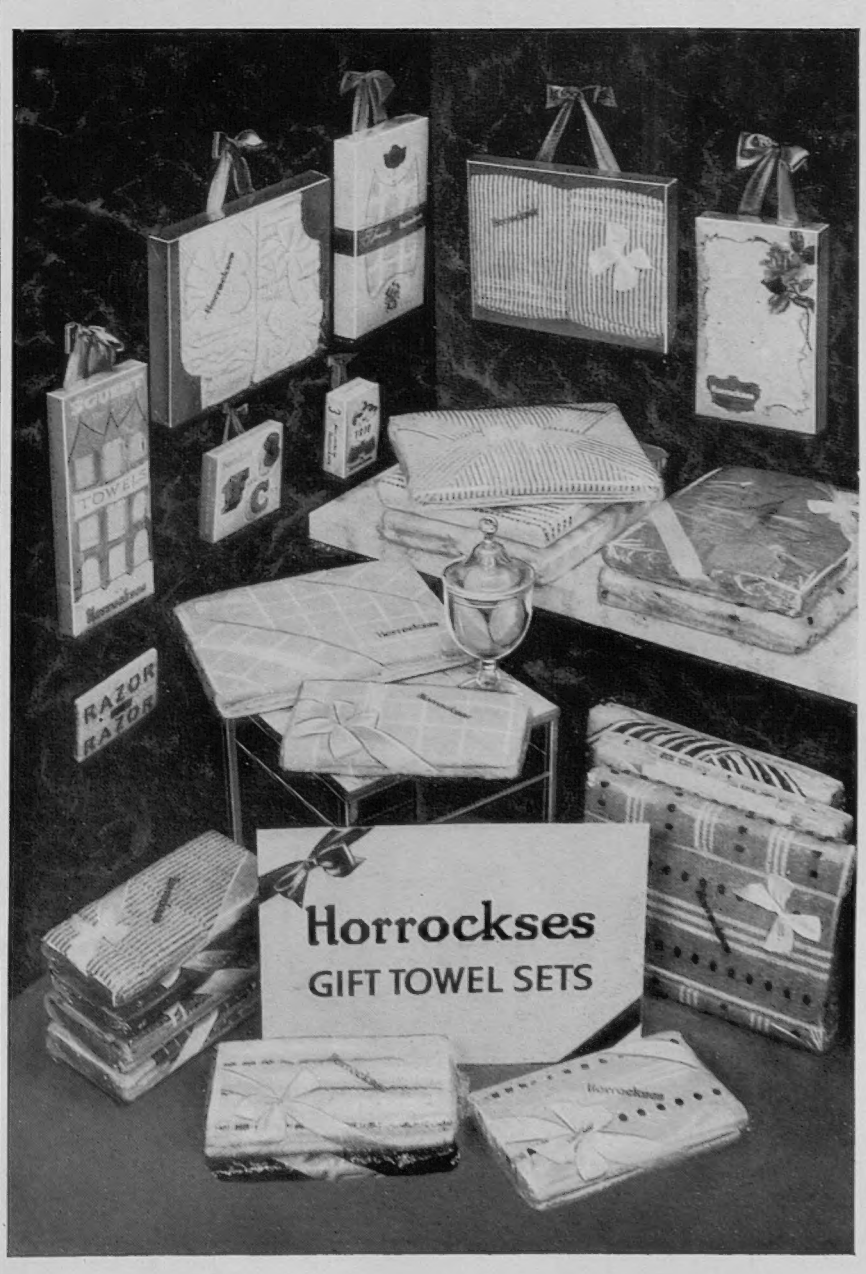

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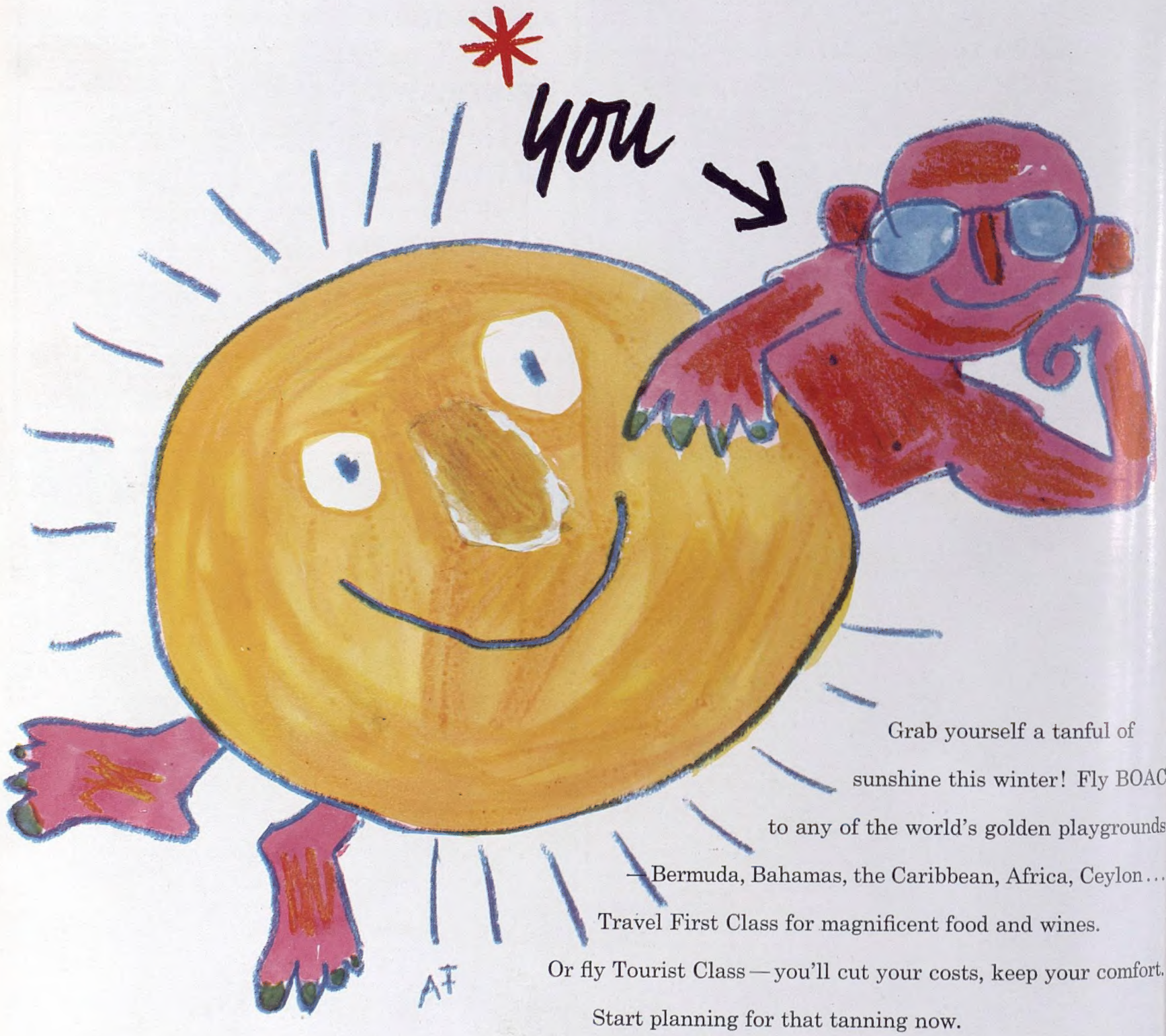

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